

GRAIN DEALERS JOURNAL

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TEN CENTS PER COPY

WE WANT YOUR BUSINESS
NOT LATER — BUT TO-DAY
GRAINS ALL WAYS

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Corn, Oats and Barley

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Incorporated - 1910

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Baltimore, Md.

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BRAN
Middlings
Mixed Feeds

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Thru the Largest Eastern Distributors

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Grain Bags

Established 1877

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New Orleans

Baltimore Pearl Hominy Co

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Always in the Market
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Manufacturers of
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on
NEW YORK BASIS

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NEW YORK CITY, Produce Exchange

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WESTERN AVENUE

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711 MAIN STREET

NEW YORK
50 CHURCH STREET

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

AMARILLO, TEX.

Panhandle Gr. & Elvtr. Co., whsle. gr., fld. seeds.*
Plains Gr. Co., E. S. Bladell, millet, cane, kafir.*

ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay *

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., receivers & exporters.*
Baltimore Pearl Hominy Co., corn pdts.*
Blackburn & Co., C. F., grain recvrs., exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., gr'n receivers & expts.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*

BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.*
Hasenwinkle Grain Co., brkrs. of country grain
Slick & Co., L. E., grain brokers.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.*
Cressey, Fred L., hay, grain, bkg. com
Jaquith, Parker, Smith & Co., wheat barley mlo.*
Marden & Co., C. F., grain brokers.
Merigold & Co., A. I., chicken wheat specialists.
Tart, R. C., grain broker.

BUFFALO, N. Y.

Corn Exchange Members.

Buffalo Grain Co., recvrs., fwdrs., consignments.
Churchill Gr. & Seed Co., recvrs., shippers.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elvtr. Co., consignments.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers, shippers.*
Halliday Elvtr. Co., grain dealers.*
Hastings-Stout Co., grain and hay.
Mazee-Lynch Grain Co., grain.*
Pink & Co., flour, hay, grain, fdstuff.
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Gifford-Matthews Co., grain and grain pdts.*

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Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commis'n merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain com'is'n mchts.
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harvey Grain Co., corn and oats.*
Hitch & Carder, commission merchants.
Hoit & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain & provisions.*
Lipse & Co., grain commission.*
Logan & Bryan, options, cash grain.*
Lowitz & Co., E., grain commission.*
McKenna & Rodgers, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Rogers Grain Co., commission merchants.
Rosenbaum Bros., receivers, shippers.*
Rothchild Co., D., receivers & shippers.
Rumsey & Company, grain commission.*
Sawers Grain Co., grain commission.*

CHICAGO (Continued).

Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

CINCINNATI, O.

Grain & Hay Exchange Members.

Blumenthal, Max, grain, feed, hay and straw.*
Brouse-Skidmore Co., grain, hay, feed.*
Early & Daniel Co., grain, hay, feed.*
Perin Bros., want corn.*
Mutual Commission Co., hay, grain and feed.*

CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Cuyahoga Grain Co., hay, grain, feed, flour.
Gates Elvtr. Co., The, recvrs. & shprs.*
Lake Shore Elvtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elvtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., recvrs., shprs. hay & grain.*
Union Elevator Co., The, grain and hay.*

DALLAS, TEX.

Stagner Bros., recvrs.-shprs. grn., hay, c. s. prod.

DAVENPORT, IOWA.

Davenport Elvtr. Co., receivers and shippers.*
Merchants Elvtr. Co., buyers-sellers all grns.
Purity Oats Co., buyers of grain.

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator. We buy & sell grain & beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., recvrs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.

DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.*
Caughney-Jossman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., gr., hay comgnts. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

Frank & Co., William, grain brokers.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., whse. grain, hay, mill pdts.*
Koehler-Twisdale Elevator Co., grain dealers.*
Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

HUTCHINSON, KAN.

Board of Trade Members.

Bolin Hall Grain Co., Kansas hard wheat.

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elvtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.*
Hayward-Rich Grain Co., grain commission.
Heinmiller Grain Co., receivers and shippers.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCardle-Black Co., grain merchants.*
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Shottwell & Co., C. A., commission, bkg.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

Stockbridge Elvtr., trk. buyers, slrs., gr. & sds.

KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.
Aylsworth Grain Co., receivers, shippers.*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.

KANSAS CITY, MO. (Continued).

Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Ernst-Davis Grain Co., commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkeener, recvrs. and shprs. of grain.*
Hall-Baker Grain Co., consignments.
Hinds Grain Co., The, receivers, shippers.*
Kemper Mill & Elvtr. Co., grain and feed.*
Langenberg Bros. Gr. & Hay Co., recvrs., shprs.
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Nicholson Gr. Co., W. S., gr. commission.*
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, millo.*
E. E. Roeken Grain Co., consignments.
Sculiar-Bishop Grain Co., consignments.
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.*
Terminal Elevators, receivers, shippers.*
Twisdale-Wright Grain Co., consignments-futures.
Thrasher Fuller Grain Co., grain commission.*
Vanderslice-Lynds Co. commission merchants.*
Western Grain Co., shipper (a specialty).*

LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.*

LITTLE ROCK, ARK.

Board of Trade Members.

H. K. Cochran Co., receivers and shippers.
Cunningham Commission Co., gr., corn products.*
Darragh Company, hay, grain, mixed feeds.*
E. L. Farmer Co., brokers, hay, grain, mill feeds.
Munn-Burrow Brokerage Co., grain, hay millfeed.*
George Niemeyer Grain Company.*
J. F. Weinmann Mig. Co., wholesale gr. and feeds.

LIMA, O.

Riddle & Co., T. P., hay and grain.

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Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Fruechtenicht, Henry, hay, grain, mill products.*

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Moon-Taylor Co., grain and hay brokers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.*
Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.
Nessly, J. L. Co., gr. brokers, alf. meal spec.*
U. S. Feed Co., grain, hay, millfeed.
Webb & Maury, brokers and com. merchants.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour *

MILWAUKEE, WIS.

Chamber of Commerce Members.

Donahue Stratton Co., grain merchants.*
Hensley & Owen, grain commission.*
Kamm Company, P. C., barley and rye.*
Rankin, M. G., & Co., grain and feed.
Rialto Elvtr. Co., grain receivers & shippers.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Stabeck Co., grain com.*
Carter, Sammis & Co., grain commission.
Cereal Gading Co., grain merchants.*
Dalrymple Co., William, gr. com.*
Davies & Co., F. M., grain commission.*
Getchell-Tanton Co., grain commission.
Godfrey-Blanchard Co., grain recvrs.-shprs.*
Gould Grain Co., receivers & shippers.*
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Randall, Gee & Mitchell, grain com.
Scroggins McLean Co., corn and oats.*
Van Dusen-Harrington Co., grain merchants.*
Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley & oats my spec'ity.*

The GRAIN DEALERS JOURNAL.

[Incorporated]

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & fwdrs.*

NEW YORK CITY.

Produce Exchange Members.
Brainard Commission Co., consignments.*
Blake, Thomas M., buyers—quote us.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.
Riemschneider, Wm., gr. consignments.*
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Gr. Co., grain merchants.
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain mer., mfrs.*
Rutledge Grain Co., com. merchants.
Stowers Grain Co., W. B., com. merchants.

OMAHA, NEBR.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.
Crowell Elevator Co., receivers, shippers.*
Dawson Grain Co., grain commission.*
Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers & commission merchants.*
Merriam Commission Co., consignments.*
Miller Wilson Grain Co., consignments.*
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.
Trans-Mississippi Grain Co., recvrs. & shprs.*
United Grain Co., grain commission.
Updike Grain Co., consignments.*

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Buckley & Co., grain and seeds.*
Cole Grain Co., Geo. W., grain com. mchts.*
Conover Grain Co., E. B., grain commission.*
Consumers Grain Co., grain receivers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.

PEORIA (Continued).

Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.
McCreery & Son, J. A., wheat, corn, oats.*
Mues, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Rumsey, Moore & Co., grain receivers.*
Warren Com. Co., consignments.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Lemont & Son, E. K., hay, grain, millfeed.
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Scattergood & Co., S. F., corn-oats.
Taylor & Bourne Co., shippers corn-oats.*
Young & Co., S. H., wheat, corn, oats.

PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.*
Geidel & Leubin, grain and hay.
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.
McCague, R. S., grain, hay.
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.*

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

ST. JOSEPH, MO.

Grain Exchange Members.

Aunt Jemima Mills Co., hominy feed.*
Elwood Grain Co., brokers & shippers wheat, corn.*
Geiger Grain Co., commission merchants.*
Gordon Comm. Co., T. P., grain dr. and broker.*
Marshall Hall Grain Co., consignments solicited.*
Mid-West Grain Co., pure soft wheat.*
Sloan Simmons Grain Co., consignments.*

ST. LOUIS, MO.

Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Brockman & Co., Arthur, grain commission.
Bryant, Tilghman A., grain broker-consignments.
Daly Grain Co., E. F., recvrs. and shprs.
Dreyer Com. Co., fdg. stuffs, grain, seeds.*
Elmore Schultz Gr. Co., recvrs. & shprs. grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Klosterman-Patton Gr. Co., grain receivers.
Marshall Hall Grain Co., grain com.*
Hawpe Grain Co., M., grain merchants.
Hunter Grain Co., grain merchants.
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Teasdale Com. Co., J. H., recvrs. & shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.

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Scott County Mlg. Co., want corn, rye & barley.

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McCaull Dinsmore Co., all kinds of grain.
Slaughter, Burke Grain Co., receivers & shprs.

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickens & Co., John, grain recvrs. shippers.
Young Grain Co., The, grain receivers & shippers.*
Zahn & Co., J. F., grain, seeds.*

WICHITA, KANS.

Board of Trade Members.

Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., Consignments.

WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.*

*Members Grain Dealers National Association.

Grain and Hay
Exchange Members

CLEVELAND

Grain and Hay
Exchange Members

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THE GATES ELEVATOR CO.
Receivers and Shippers
Grain, Hay and Millfeeds
CLEVELAND, OHIO

E. I. BAILEY
CLEVELAND, OHIO
Receiver and Shipper of
Corn, Oats, Millfeed
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Board of Trade
Members

INDIANAPOLIS

Board of Trade
Members

BELT ELEVATOR & FEED CO.
Fred Vawter Lew Hill
INDIANAPOLIS, IND.
Commission—GRAIN—Brokerage
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anxious to hold it as we are now solicitous
about having you send a trial car.

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Hayward-Rich Grain Co.
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511 Board of Trade Building
INDIANAPOLIS, IND.

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Receivers and shippers of all kinds of grain.

Phelps Grain Co., T. D.

Wholesale grain and beans.

Summit Grain & Coal Co., The

Wheat, corn, oats, rye, barley. We always buy and sell.

O'Donnell Grain Co.

Whether you buy or sell, talk to us.

Denver Elevator

We buy and sell grain of all kinds, also beans.

Crescent Flour Mills, The

We buy wheat, corn, oats, beans, etc.

Western Grain Co.

Receivers and shippers, grain and beans.

Hungarian Flour Mills

Dealers in wheat, corn, oats, rye and barley.

NOTE.—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in contract.

THE A. McCLELLAND MERCANTILE, I. & R. CO., PUEBLO, COLO.

We are Members of the Denver Grain Exchange

If you wish to buy or sell grain in carlots write us.

Pueblo is the Real City of Opportunity, Sunshine and Health.

Chamber of Commerce
Members

MINNEAPOLIS

Chamber of Commerce
Members

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Minneapolis, Minnesota

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S. J. McCaull, Sec. A. M. Dinsmore, Treas.
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915-16-17 Chamber of Commerce
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Duluth Milwaukee Omaha

SCROGGINS, McLEAN CO.
Shippers of
CORN and OATS
Minneapolis, Minn.

CHAS. E. LEWIS & CO.
Grain and Stock Brokers
Minneapolis St. Paul Duluth Winnipeg
MEMBERS NEW YORK STOCK EXCHANGE
and all Grain Exchanges

RANDALL, GEE & MITCHELL CO.
Incorporated
Receivers and Shippers
Grain and Mill Feed
MINNEAPOLIS - - MINN.

Cereal Grading Co.
W. T. FRASER, Vice Pres. & Mgr.
GRAIN MERCHANTS
20 Years Experience in assembling and
distributing Choice Rye for milling and
distilling trade. Largest Rye handlers
in the West. Also shippers of
Choice Milling Wheat, Oats, Barley
and Screenings. Operating Elevator
L.
612 Chamber of Commerce
MINNEAPOLIS, MINN.

BENSON STABECK CO.
BEST SERVICE C.
Grain Commission Since 1903
MINNEAPOLIS
DULUTH MILWAUKEE WINNIPEG

H. L. HANKINSON & CO.
GRAIN COMMISSION
Solicit Your Consignments
MINNEAPOLIS
MILWAUKEE DULUTH

WOODWARD-NEWHOUSE CO. **Grain Commission**
Minneapolis, Minn.

THE VAN DUSEN-HARRINGTON CO.
MINNEAPOLIS Business Founded 1852 DULUTH

Pioneers in Grain
This company gives un-
excelled service to both
shippers and buyers.

MARFIELD GRAIN CO.
Receivers and Shippers

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Register**

Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14½ in.

No. 40. Contains spaces for 9000 cars \$1.50
No. 42. " " " 17000 " 2.50

GRAIN DEALERS JOURNAL

305 So. La Salle Street

Chicago, Ill.

F. H. Davies & Co.
GRAIN COMMISSION.
MINNEAPOLIS DULUTH

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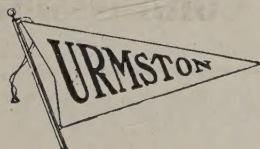
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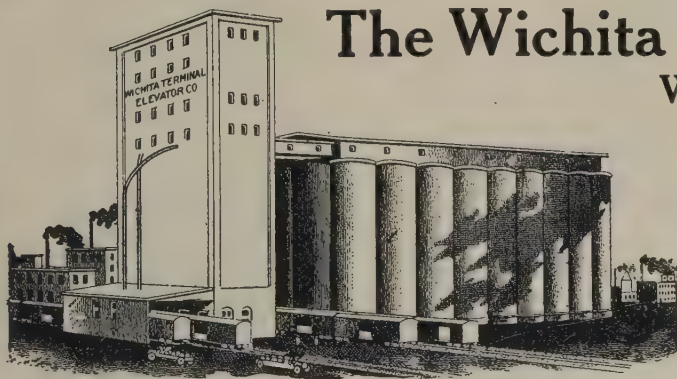
H. C. CARSON & CO.
WHEAT—CORN—OATS—RYE—BEANS
1548 Penobscot Bldg., DETROIT
"CONSIGN TO CARSON"

CORN-OATS
FLOUR-FEED

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WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.



The Wichita Terminal Elevator Co.
Wichita, Kansas

Kansas Hard Milling Wheat a Specialty

We are in the Market for

CORN and OATS

in large quantities.

PUBLIC STORAGE WEIGHTS at This Elevator

BOWSHER

Saves 15% to 20% of Feed

Keep Stock Healthier, **Crush** ear corn (with or without shucks) and **Grind** all kinds of small grain. 10 sizes 2 to 25 H. P. Conical shaped grinders—different from all others.

Lightest Running Feed Mills

Handy to operate. Ask why; and state size of your engine.

FREE A folder on Values of Feeds and Manures.

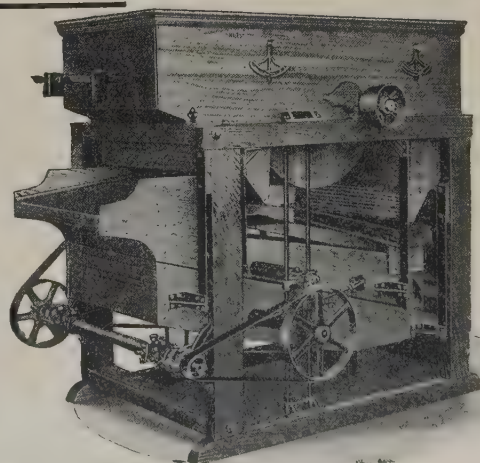
N. P. BOWSHER CO.
South Bend, Ind. 18



An Elevator Separator

That inspires confidence in both buyer and seller. The Wolf Perfected does this to a nicety—Because it's right.

The Wolf Company
CHAMBERSBURG, PA.



When writing advertisers mention the JOURNAL

Prompt Shipments

The test of any business is the way it responds to special emergencies. You can judge this business by the promptness and facility with which we fill orders and make shipments—anticipating the requirements of the trade with complete stocks of elevator machinery. We figured on a record season this year and the orders are coming to warrant it. This is the accredited headquarters for everything in

Grain Elevator Equipment

and we spare no effort to insure quick dispatch from this end. But with railroads congested, and delays in transit more or less unavoidable, customers are reminded in their own interest to order well ahead.

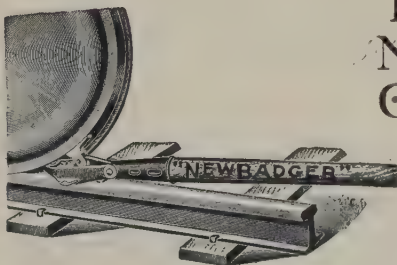
Everything in elevating, conveying and power transmitting machinery.



Empire Buckets



Flexible Loading Spout Holder



Car Movers of All Kinds

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We manufacture all sizes of Grain Spouting and Loading Spouts

Large Stock of Bucket Belting on hand at all times.

Send us your list of machinery and we will name you some very interesting prices.

We feature Howe Scales as the best, most accurate, simplest and cheapest, and the extent of our trade in them shows what elevator men think. Old scales of any make repaired and refitted.

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Salem Buckets



Wood, Iron & Split Steel Pulleys



BELTING

Send for Catalogue

American Supply & Machinery Co.

OMAHA, NEBRASKA



THE UBIKO MILLING CO., CINCINNATI, OHIO

EDWARDS INTERLOCKING SLAT ROLLING DOORS protect this modern, up-to-date elevator from fire and the contents from theft, besides increasing the available floor space. For convenience of operation, and for economy of installation and maintenance, owners and builders who have given the subject careful study are equipping the doorways in both old and new plants with

Edwards Rolling Steel Doors

They are made of heavy cold rolled steel, bright or galvanized, and may be had in the corrugated or interlocking slat type. Patented Spring Release Mechanism can be applied to cause the door to close automatically in the presence of heat, thus serving to retard the progress of the flames if fire once starts. Doors have been designed and successfully operated for openings of all sizes up to 40 feet wide and over 100 feet high.

Our Engineering Department will submit plans and specifications. Write today for catalog.

THE EDWARDS MANUFACTURING CO.

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LESTER G. WILSON, Consulting Engineer

CINCINNATI, OHIO

The World's Largest Manufacturers of Metal Roofing, Metal Shingles, Metal Ceilings, Metal Garages, Portable Buildings, Metal Lockers, Rolling Steel Doors, Partitions, Etc.



Ankorite STEEL FENCE POSTS

STEEL DRIVE POSTS THAT SELL

Who will have the biggest fence post business in your locality this year?
You *know* it will be the dealer who has the Steel Post of Superior quality and design.

FARMERS WANT ANKORITE POSTS

BECAUSE — *the Patented Crimped Anchor has unequalled holding qualities.* ANKORITE POSTS *NEVER BREAK, ROT or BURN* — made of Rail Steel — tough and lasting.

A Wonderful Saving by a Better Post

Drive them in. Six or seven times faster than wooden posts can be set. Last three times as long. No holes to dig. No repairs. Every landowner realizes the enormous saving in farm labor which is so vital now.

Exclusive Selling Rights to Ankorite Dealers and real sales co-operation in building up big business. Ankorite Posts are made complete in our own Steel Mills and sold direct to dealers. We guarantee Ankorite Quality and Satisfactory Service. Write for our exclusive sales proposition and new catalog.

CALUMET STEEL CO.

Established 1907
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208 S. La Salle St.
Chicago, Ill.

**The
PATENTED
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on all
ANKORITE
POSTS**

From MILL
DIRECT to
DEALER

PROMPT
SHIPMENT
IN ANY
QUANTITY

LINK-BELT SILENT CHAIN DRIVES

The Safest, Most Economical and Reliable Drive for Grain Elevators

EVERY elevator man knows of fires caused by slipping belts. The machine chokes down, the belt stalls and gets hot, and sparks set fire to dust or chaff. This cannot happen with Link-Belt Silent Chain Drives. They are absolutely safe.

Practically every atom of power developed by the motor is delivered to the driven machine. There is no belt slippage—no loss of power. It is 98.2% efficient on actual test—the most economical drive in the world.

And it's most dependable and reliable. Its action is positive, yet flexible. It absorbs shocks, but does it determinedly. "It is positive as a gear, flexible as a belt, more efficient than either."

Our book No. 309 is devoted to Grain Elevator Drives. Send for a copy.

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CHICAGO

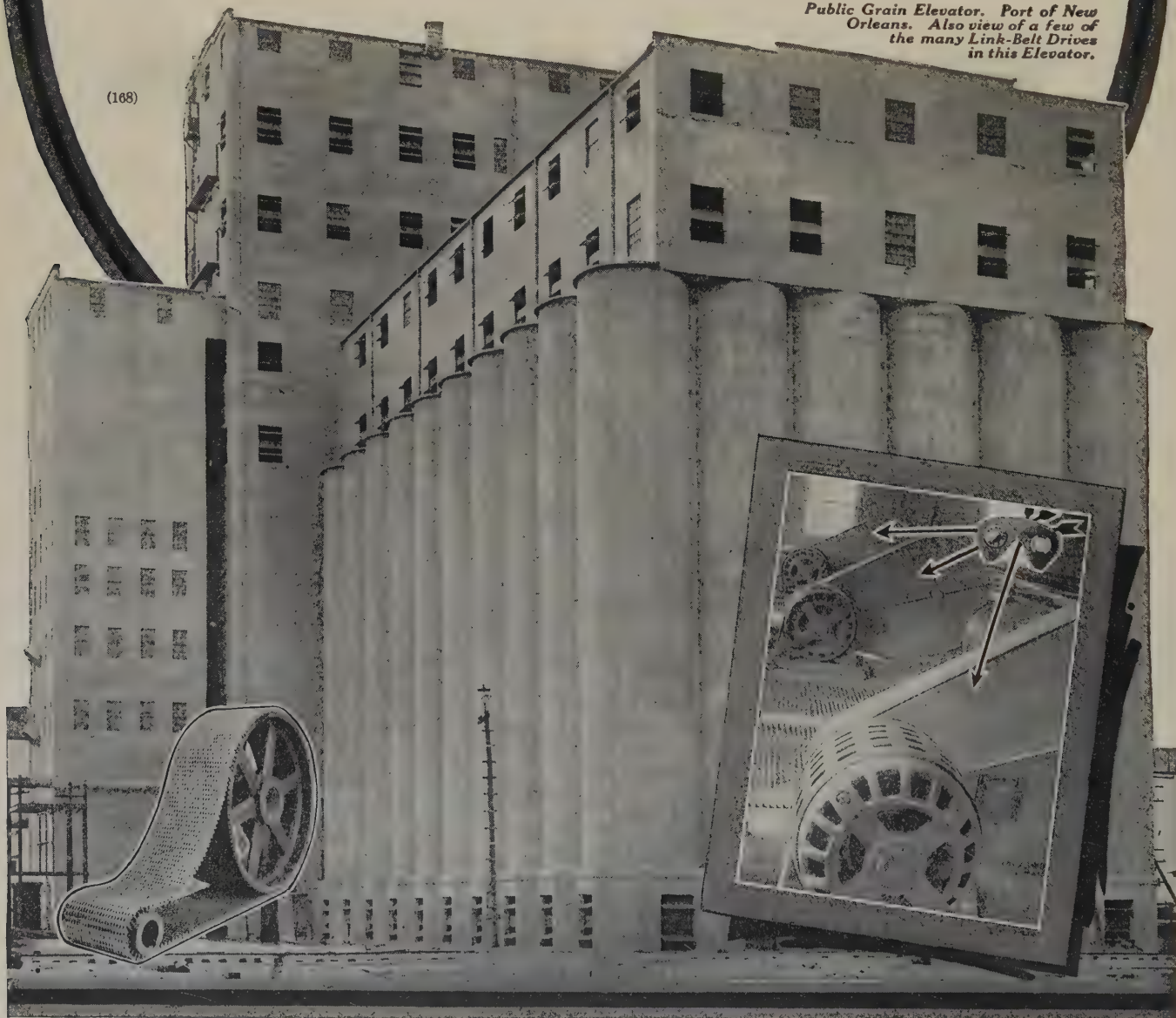
732 Dime Bank Bldg.
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Public Grain Elevator. Port of New Orleans. Also view of a few of the many Link-Belt Drives in this Elevator.

(168)



Every electrical engineering and manufacturing facility of this company is being applied "without stint or limit" to the vital business of winning the war



"The World must be Fed and!" Electric Power helps fill the market basket

Millions of men in our own and Allied lands are taken from the production of food; thousands of acres are laid waste in France, and to America falls the task of meeting the world's need for food.

Sowing more grain, planting more vegetables, raising more cattle, imposes heavy burdens upon packers, canners and the entire food industry. Meat must be dressed and preserved; vegetables and fruits must be promptly utilized, and grain harvested and stored.

Electric power helps shoulder this gigantic task. In the packing house, electric motors and control apparatus operate conveyors and countless machines for meat packing, refrigeration and the manufacture of by-products, speeding up production, saving labor and cutting manufacturing costs.

In the canning industry, potatoes are pared, peas shelled, meat and vegetables sliced, and cans and jars filled and conveyed to storage and shipping platforms, by electric power. In elevating and cleaning grain, milling it into flour, manufacturing grain-packaged foods, and in the

mixing of dough in our large bakeries, the electric motor is not only saving time and labor but is also helping to maintain the high standard of cleanliness in our food factories.

Many of America's food institutions summoned G-E industrial specialists to their aid in solving production problems. And the great manufacturing facilities of the General Electric Company gave timely assistance in furnishing the necessary electrical equipment to increase each plant's capacity.

Just as the food industry has shattered all previous records in production, so other industries, no less vital in the great task confronting the nation, can also set new standards in output by the correct application of electric power to their needs. This may not necessarily mean the purchasing of new electrical equipment.

G-E engineering specialists have been known to effect important savings in power and increases in production by rearrangements of equipment already installed. Their services are at the disposal of all manufacturers engaged in essential war work.

43-63

Look for this—
the mark of leadership
in electrical development
and manufacture

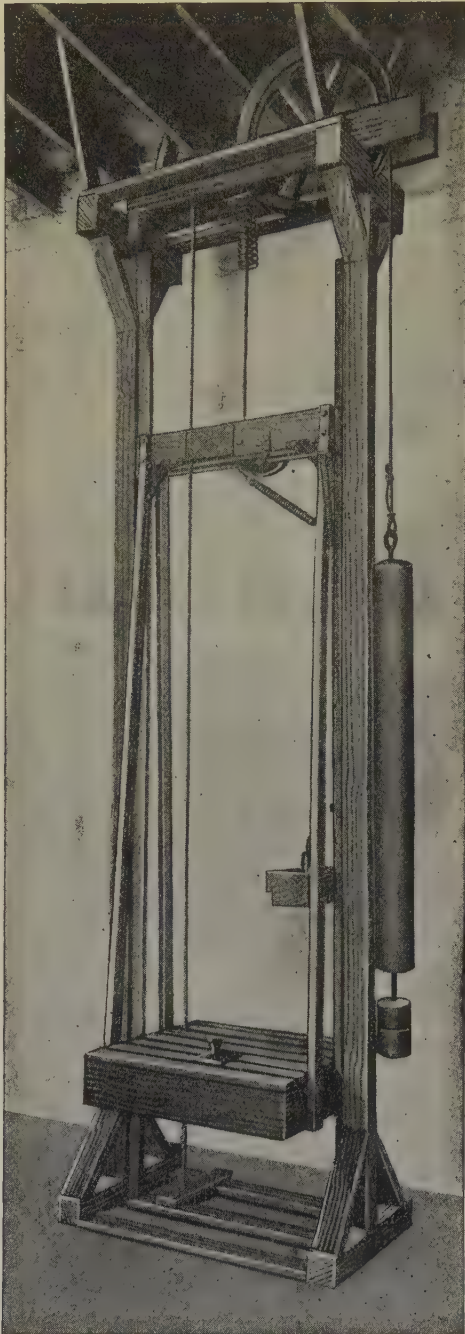


GE motors

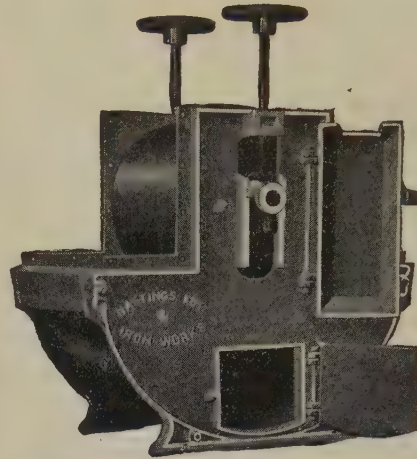
From the Mightiest to the Tiniest

GENERAL ELECTRIC COMPANY

We Manufacture All Kinds of Grain Handling Machinery



SUCCESS MAN-LIFT



Birchard Elevator Boots



BIRCHARD IMPROVED DISTRIBUTOR

*We also manufacture
the "LORENZEN"
Automatic, Non-Chok-
able Distributor*

Single and Double Leather Belt

**Wagon
Dumps**

Rope Drives

**Hanging
Tensions**

**Friction
and Jaw
Clutches**

**Pulleys and
Hangers**

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Cups
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**Safety Set
Collars**

**Self Oiling
Boxes**

Bin Gates

Swivel Spouts

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**Loading
Spouts**

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Steel
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**Sprocket
Wheels**

Turn Heads

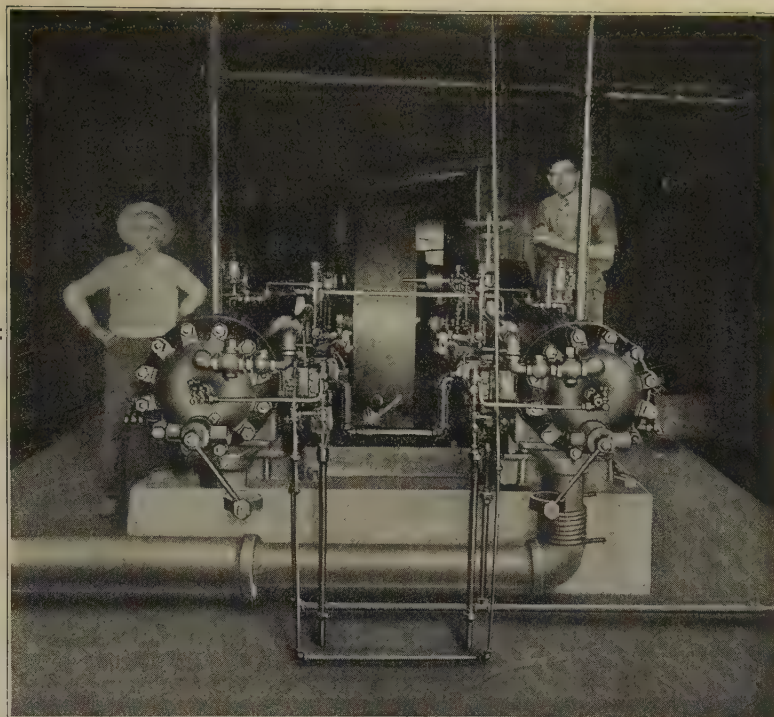
**Wood Split
Pulleys**

For the want of space we cannot mention one-fifth of the articles we make. Get our literature and our prices. We know that we can save you money. Every article we make we guarantee to give satisfaction or your money refunded.

York Foundry & Engine W'ks.

Established 1872.

York, Nebraska.



100 HORSE POWER GIANT DUPLEX FUEL OIL ENGINE

Giant Dependability

Hundreds of Giant Semi-Diesel Fuel Oil Engines are used by Grain Elevators, Flour Mills and Rice Growers for various power purposes. It is a big, sturdy engine, always easily developing its full rated horse power and will run day in and day out, year in and year out, twenty-four hours a day if necessary. Being simple of construction, with no complicated firing devices, no high priced expert attendance is required.

The Crosshead Construction Feature of Giant Engines Secures:

Reliability

24 hours' service when necessary

Durability

Minimum expense for repairs and maintenance.

Accessibility

Adjustments without dismantling.

Positive Lubrication

The oil bath and force feed system.

Giant Engines are of the two cycle type; every part accessible without dismantling. Built in sizes from 20 to 160 horsepower. Immediate shipments on some sizes. For others, orders should be placed immediately for future delivery.

Send for Bulletins

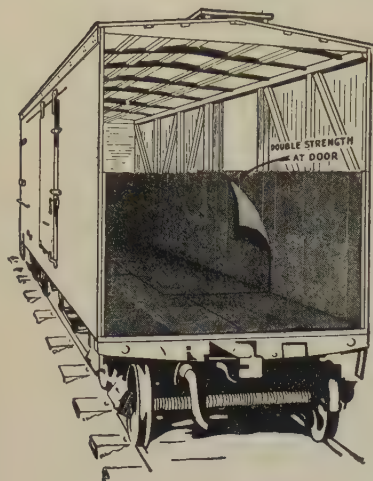
CHICAGO PNEUMATIC TOOL CO.

1025 Fisher Bldg.
CHICAGO

Branches Everywhere

52 Vanderbilt Ave.
NEW YORK

Kennedy Car Liners



The evidence as to grain leaks shown in the last issue of the Journal warrants the immediate attention of Shippers if a tremendous loss is to be avoided. All cereals are too valuable these days to allow waste in any form, and with the railroads standing well within so-called rights, claims for loss in transit will not be so readily adjusted.

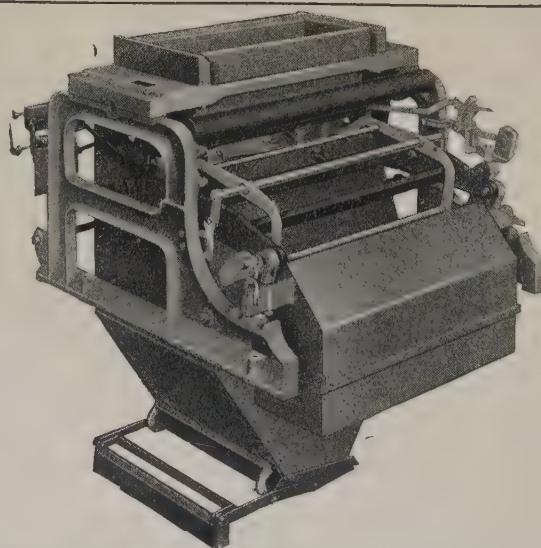
The only way you can make certain of protecting yourself is to prepare the cars in such a manner that when they arrive in "apparent good order," all the grain will be in the car. This you can do by using Kennedy Car Liners in cooping each car you load. They keep the grain in the car.

Kennedy Car Liner & Bag Co.
Shelbyville, Ind.

SELF ADJUSTING

Earlier in the season, before the NEW RICHARDSON had been sold in large numbers, we told you "How good it was going to be." NOW, we are telling you how good it IS, for there are a thousand of them being operated today throughout the Grain Belt. We cannot, for lack of space, publish all of the testimonials we have, but if you will drop us a line, we will send you a reference within a short distance of where you are located.

SELF COMPENSATING



SELF OPERATING

One Grain Dealer phoned us, saying, "That New Richardson you installed for us is a wonder. We have shipped over twenty cars, and the largest variation we had was SIXTY pounds." How would you like to have a REAL AUTOMATIC SCALE, one that you do not have to tinker with, one that is almost human, one that does its own compensating, one that is self operating and self adjusting, and one that prints on a ticket the amount of grain that has passed through it. If you want that kind of an Automatic, TELL RICHARDSON.

RICHARDSON SCALE CO.

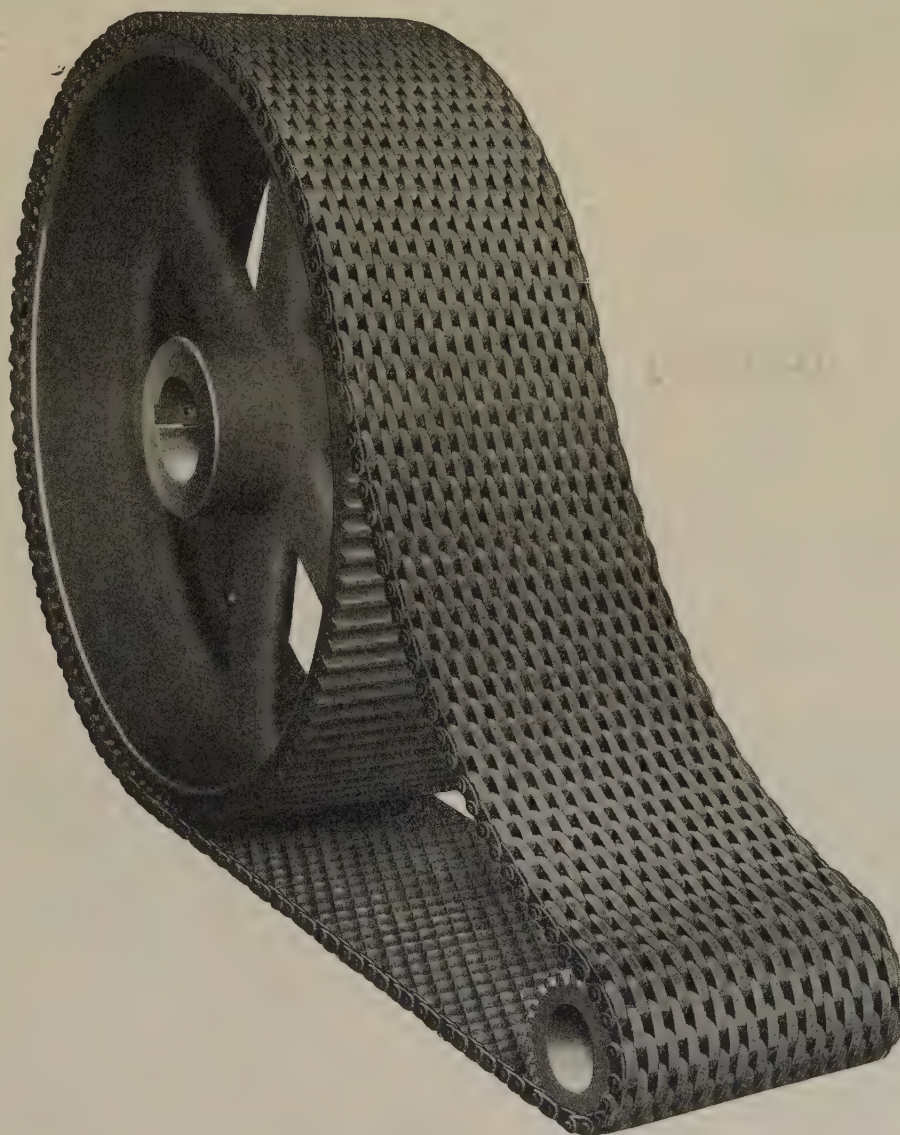
CHICAGO, 209 South State Street
MINNEAPOLIS, 413 So. 3rd St.

OMAHA, 327 Grain Exchange
FACTORY, PASSAIC, N. J. WICHITA, 147 No. Emporia

A Drive Worth Asking About

18-Tooth Driver—109 Tooth Driven— $1\frac{1}{4}$ -in. Pitch Chain 14-in. Wide—
Chain Speed 1400 Feet Per Min.

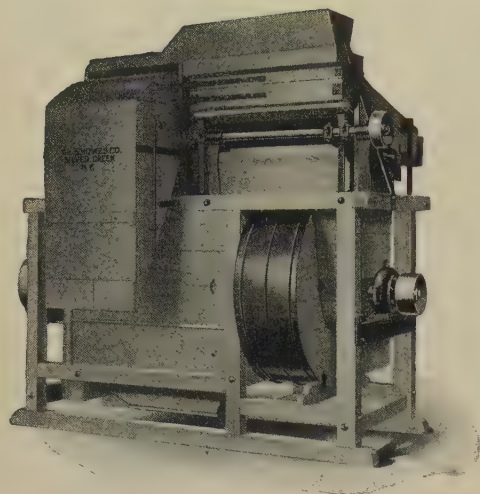
We have yet to encounter more severe operating requirements than this chain is meeting continuously six days a week.



AMERICAN HIGH SPEED CHAIN

ABELL-HOWE COMPANY

National Distributor
CHICAGO



Our No. 75
Catalog
On
Request

BUY MORE
LIBERTY BONDS

EUREKA COMBINATION

1 OAT CLIPPER 2 WHEAT SMUTTER 3 GRAIN CLEANER

This
3 in 1 Unit

is the finest general utility machine now offered.
You can do any and all kinds of work
with it.

In the
"Eureka"
there's to be found individuality of mechan-
ical design, and individuality of service.



S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.



Emerson Kicker for "Dockage"

USED BY

U. S. Grain Standardization Bureau



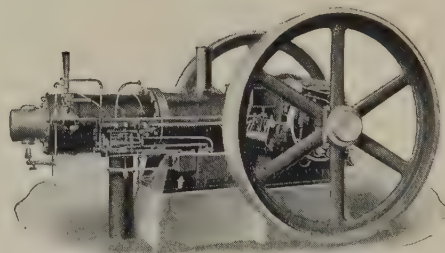
DOCKAGE has caused considerable ill feeling between the elevator man and his farmer patrons. It is to the Grain Dealers' advantage to install a machine that will prove to the farmer that the "DOCKAGE" is "ON THE SQUARE." They prefer to sell their grain to an elevator where guess work has been eliminated; where DOCKAGE is determined on "THE EMERSON" "Oats from Wheat Tester"

It is installed in over 8,000 elevators, flour mills, grain inspection departments, boards of trade, and the U. S. Grain Standardization Department. We guarantee not a kernel of oats left in the sample and not a kernel of wheat lost with the oats. Write for illustrated literature descriptive of this tester.

W. H. EMERSON & SONS.

Cor. Campbell & Commercial Sts., DETROIT, MICH.
J. J. Ross Mill Furnishing Co., Portland, Ore. and Seattle, Wash.

Muncie Oil Engines

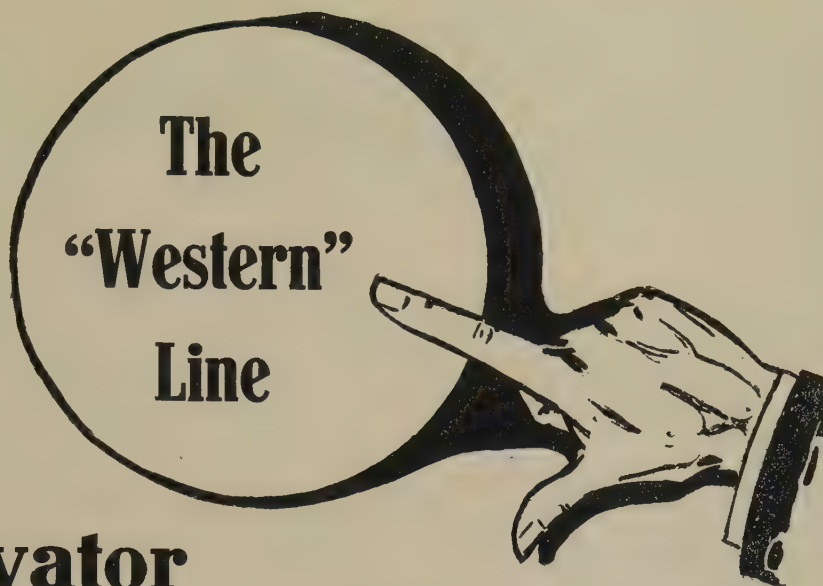


Develop their horse-power rating
on a smaller quantity of fuel than
any other engine.

Give more power for the same
money, which means the lowest possible
cost of operation.

Represent the maximum of engine
satisfaction with nothing in sight to
equal them for the money.

MUNCIE OIL ENGINE CO.
516 JACKSON STREET MUNCIE, IND.



Elevator Machinery

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal. This is only a suggestion of the lines we carry:

Cleaners
Shellers
Samplers
Testers
Shovels
Clutches
Distributors

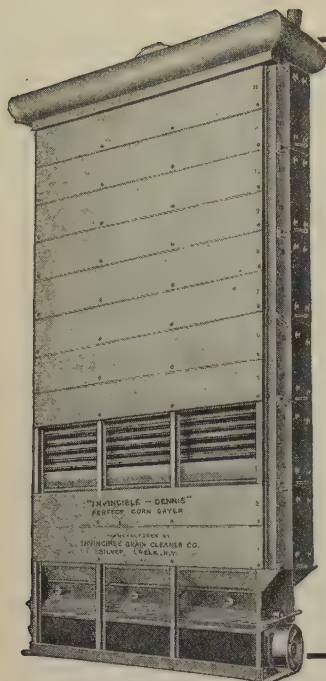


Belting
Pulleys
Scales
Buckets
Bearings
Shafting
Conveyors

Forty years of continuous service and satisfaction has given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodelling or repairing, get in touch with us at once. You should have a copy of our Catalogue for quick reference, and always think "Western" first in case of emergency.

The Union Iron Works

Decatur, Ill.



"It is much *Cleaner* to operate and the Corn comes out in *Better* shape." The opinion of a Company that has used other makes,

Approved by Insurance Underwriters.

Does not require a separate building.

INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N. Y.

Lend a Hand to Help Win the War

HALL SPECIAL ELEVATOR LEG

Installed and CAPACITY guaranteed under test in your elevator.
Send for proposition.



If you will look at the expense account for the last five years of your distributing outfit including all its paraphernalia, you will instantly see, that, had you installed a

Hall Signaling Non-Mixing Distributor

THEN, it would cost you nothing NOW.

This result is often multiplied every few months, instead of years.

The Hall Distributor outlasts every other piece of grain machinery in your elevator.

This item of cost of the device itself is only one feature of the saving.

Hall Distributor Company, 222 Railway Exchange Omaha, Nebr.

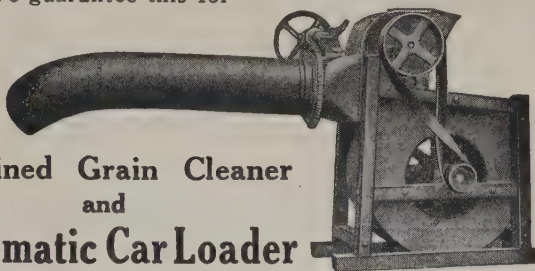
CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

Combined Grain Cleaner
and

Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



A cyclone in the true sense of the word has force of air without any back draft.

The New "1905" Cyclone Dust Collector

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

The Knickerbocker Co.
Jackson, Mich.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



YOUR MESSAGE

Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.



An Important Link in the Line of Communication

UNTOLD millions of bushels of golden grain annually pass over hundreds of miles of Goodrich Grain Elevator Belts in the Nation's giant granaries.

Carrying a material of about the same average in weight as coal, and traveling at a speed from 600 to 1,000 feet per minute for a span of time ranging up to thirty years, it is plain that there can be no haphazard construction.

Goodrich knows every problem touching Grain Elevator Belts thoroughly. That is why the country's largest elevators are equipping with Goodrich Grain Belts.

Get in touch with us. Let our belt experts go over your conditions. They are at your service.

THE B.F. GOODRICH RUBBER COMPANY

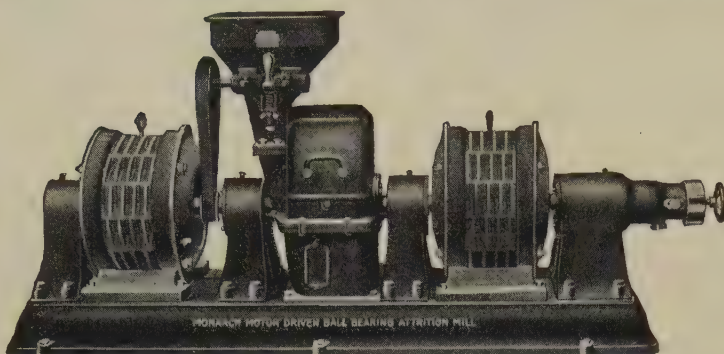
The City of Goodrich—AKRON, OHIO



GOODRICH

GRAIN ELEVATOR BELTS

The "Monarch" Ball Bearing Attrition Mill



"Monarch" Mills initiated the application of ball bearings to feed grinding machines and created a new standard of excellence in operation and production.

The originality of their important features has been recognized by patent letters, which cover eighty points of meritorious advantage.

They are notoriously light running and have consistently proved their power-saving qualities.

The alignment of the grinding plates is positive and permanent, insuring continuously even work.

A simple method of occasional and cleanly lubrication greatly reduces the cost of operation.

They are sturdily built of carefully standardized parts and repair bills are light and infrequent.

Write for Catalogue D No. 115

Sprout, Waldron & Company

Mill Builders and Milling Engineers

Main Office and Works: MUNCY, PA. Chicago Office: No. 9 S. Clinton St.
P. O. Box No. 26

**Eliminates
Spotting
Charges**



IT MOVES THE CAR

by imparting a turning motion to the wheel—not by lifting it off the rail. It is because it does the thing that is desired, and because it is sturdily built of the best materials that the

NEW BADGER

has for so many years given perfect satisfaction to hundreds of grain dealers all over the country. We will send the **New Badger** to you **free** and permit you to try it on cars of your own siding for **Thirty Days**. If it is satisfactory we are to receive \$5.00 for the Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways. Write the letter and we will send the **New Badger** right away.

Advance Car Mover Co., Appleton, Wis.

Shipping Notices Duplicating

are designed for use by country grain shippers in advising receivers of shipments, giving complete information regarding each car. The carbon copy remaining in the book gives shippers a ready reference for each load.

The form shows the grade, kind and weight of grain loaded into car—initials and number, with seal numbers, at station, on date, billed shipper's order notify, draft for \$, made thru bank of, to apply on sale of, bushels made.

Printed on white bond originals, perforated so they may be easily removed without tearing, and yellow manila duplicates. Bound in books of 50 sets with heavy hinged pressboard tops and binders board bottoms, size 5½x8½ inches and supplied with two sheets of carbon. Order form No. 3 S. N. Price 75c. Send all orders to

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315 So. La Salle St., Chicago, Ill.

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your metal work—and repaint at once if needed with



**DIXON'S
Silica
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because you will find it costs less per year of service. Never buy protective paint on "lower price per gallon" arguments. "Lower price per year of service is the logic which wins out for Dixon's Silica - Graphite Paint. It has a world-wide reputation of over fifty years. Made in First Quality Only. Send for Booklet No. 15-B.

Made in JERSEY CITY, N. J., by the
JOSEPH DIXON CRUCIBLE COMPANY



Established 1827



The Automatic Dump Controller Eventually?



No, you can't afford to say "I'll wait 'till after the War." NOW is the Time. NOW, if ever, AMERICA needs elevators that have the most modern and up-to-date equipment, in order to handle the vast crops of grain that are being raised this year.

It is very necessary that we save labor in every way, and at the same time push the work along at a good speed.

Make the controller that you already have, like new, by refilling it with oil.

**It's a Trade-Getter—
It's a Trade-Keeper.**

L. J. McMILLIN

523 Board of Trade Bldg. INDIANAPOLIS, IND.

Prevent CLAIM LOSSES with TYDEN CAR SEALS

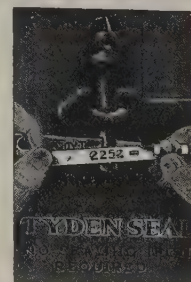
Bearing shipper's name and consecutive numbers.

6000 SHIPPERS
Are now using them.

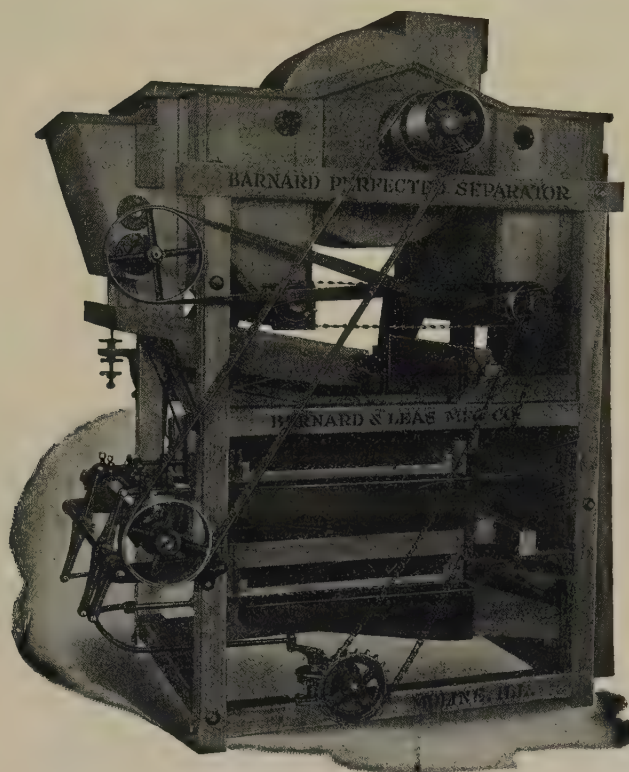
Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.



The Barnard Perfected Grain Separator



The Barnard Double Side Shake Receiving Separator is a revelation in grain cleaning. It is a comparatively new machine, having been on the market only a few years. Like all other machines put out under our name, it is supreme in its field. This statement is substantiated by the large number in use and its satisfied users.

This is a five sieve, automatic separator, consisting of an upper end-shake scalping sieve and four lower side-shake main sieves, four cockle or sand sieves and traveling brushes underneath—not on top of sieves.

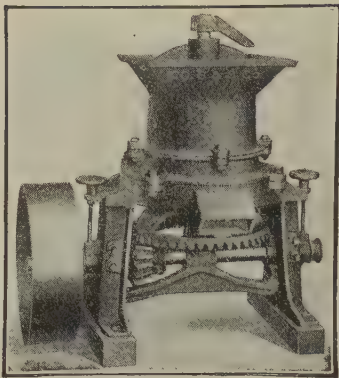
Its many individual features, described in our catalog, will prove to you that it is the machine you need to bring your business up to a profit-making basis. Write today—a post card will do.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND

MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



TRIUMPH CORN AND COB CRUSHERS CRUSH CORN PROPERLY

Built in two sizes: Number one for capacities up to 30 bushels per hour; number two for capacities up to 60 bushels per hour.

Delivery from stock.

THE C.O. BARTLETT & SNOW CO.
MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.
EASTERN OFFICE AT NEW YORK, N. Y.

FAIRBANKS - MORSE "Z" Oil Engines

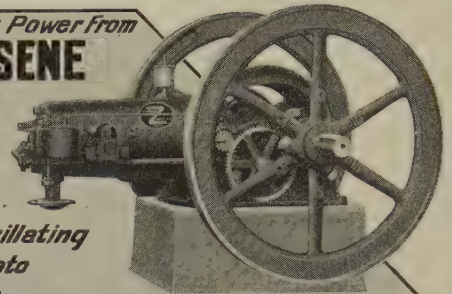
Get Unfailing Power from

KEROSENE

- Distillate
- Coal Oil
- Tops
- Gasoline
- 3 to 15 H.P.

*Built-in Oscillating
Magneto*

Throttling Governor



Gives You Power To Move Grain

It will do your work—without fuss or worry on your part. Bears the indorsement of over 150,000 farmers who paid \$10,000,000 for 1½, 3 and 6 H. P. "Z" engines. Take a tip from your farmer friends and buy a "Z".

Guaranteed by Fairbanks-Morse Quality

FAIRBANKS, MORSE & CO.
Chicago - Manufacturers

Engines, Scales, Motors, Lighting Plants, Water Systems, Etc.

IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6¾ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7½x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19GT. Price \$1.10.

GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK

124-126 W. Lake Street
CHICAGO, ILL.

2d Ave. N. and 3d Street
MINNEAPOLIS, MINN.

218-220 Chestnut Street
ST. LOUIS, MO.



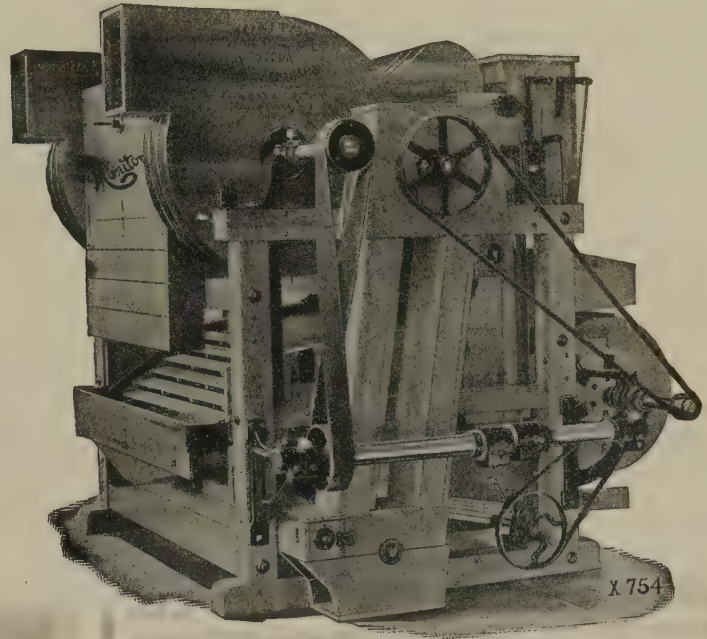
Monitor

Northwestern Separator

Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

HUNTLEY MFG. CO.

Silver Creek, N. Y.



A MANLIFT

is a necessary item of equipment in the up-to-date elevator. It makes the plant more efficient because it enables the men to do more and better work; it reduces the cost of insurance and labor; and it changes the work of caring for the machinery in the cupola from an unpleasant task into one that the operator will be glad to perform. All good manlifts have this in common, and in addition to these things the

CONSTANT SAFETY MANLIFT

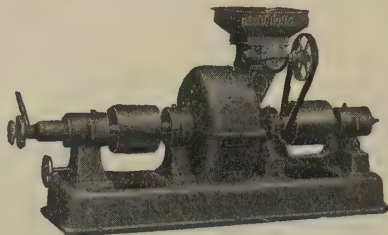
is the easiest and cheapest operated manlift on the market—and the safest as well. The sheave over which the rope operates is fitted with ball bearings; the brakes are adjustable and positive in their action, and they work independently of each other. All material is carefully selected for the work it is to perform.

A catalog telling all about this manlift and the other items in our complete line of elevator machinery will be sent if you will ask for it.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.



THE MILL TO BUY



How can you decide this? If you want to do FINE GRINDING—get LARGEST CAPACITY per horse power—have a Mill that can be ADJUSTED if ever necessary, and one that is EASY TO OPERATE Because all parts are accessible.

Buy a Unique Ball Bearing Mill

There are mechanical reasons why the above are facts. *Write for the reasons.*

Robinson Manufacturing Co.

P. O. Box 411, MUNCY, PA.

Chicago Office: 416 Western Union Bldg., Chicago
459 L Street, N. E. Minneapolis, Minn.
1131 S. 2nd Street. Louisville, Ky.

79 Milk Street Boston, Mass.
3325 Archwood Avenue Cleveland, Ohio
39 Cortland Street New York City

PAYS for ITSELF



Loads every car to full capacity without scooping in dusty car. Improves grades. Cannot injure the tenderest grains. Simple and easy to install and operate. It will pay you to write for booklet, "Better Profits for You," 30 days' trial. Do it now.

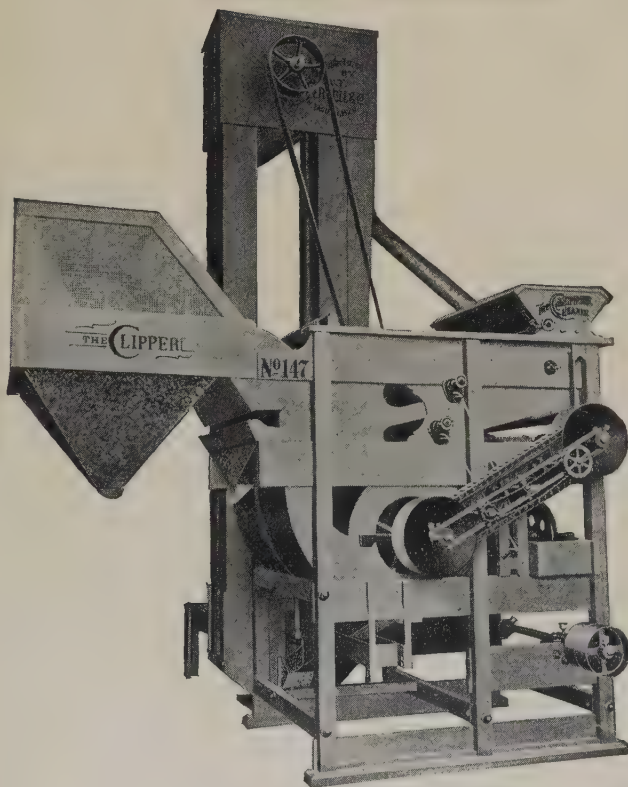
DEPT. G. MAROA MFG. CO. MAROA, ILL.
Boss Car Loaders.

WE MUST ADMIT that the Grain Dealers Journal aids us in keeping our standard of efficiency.—Harper & Sons, Des Moines, Ia.

IT IS NO USE to start trying to run an elvtr. without the Grain Dealers Journal.—C. N. Slette, Conger, Minn.

FIRST—Get Bulletin 237, or Wire ZELNICKER IN ST. LOUIS

Before buying or selling
CARS, RAILS
Steam and Electric Power Plant Equipment
Machinery—Tanks—etc.
What have you for sale.



No. 147 "Clipper" Cleaning Elevating and Sacking Outfit

This machine is equipped with our Traveling Screen Brushes which positively keep the screen perforations from clogging. It has settling chamber and dust sack for taking care of dust, light chaff, shrunken grain, etc. It has a double set of elevator heads, boots and legs. One set of elevators receives the Seed or Grain, elevates and discharges it into the feed hopper of the Cleaner. The other set elevates and sacks the cleaned seed or grain.

The Air Blast from the fan is absolutely controlled by the Variable Air Regulator with which we equip each of these machines. This enables us to make the most perfect air separations. In addition we give you the best selection of screens from the largest variety of perforated zinc and woven wire screens to be found anywhere.

Catalog and price list showing our full line on request.

A. T. FERRELL & CO.

-

Saginaw, W. S., Mich.

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

Grain Dealers Journal

315 So. La Salle St.

Chicago, Ill.



SCHUMACHER

FEED and BIG "Q" DAIRY RATION

are the best feeds to buy—how by stocking up with these "reliable" brands they will be supplied with a feed that is not only recognized as the best dairy feed, but is also an ideal feed for hogs, horses and ALL YOUNG STOCK.

We are also running a big advertising campaign showing farmers how they can fatten hogs cheaper and better with SCHUMACHER FEED.

Mr. Dealer, this advertising is going to make business better for you. Urge your customers to order their supply of SCHUMACHER and BIG "Q" NOW, and avoid the disappointment of being unable to get feed later owing to possible shipping difficulties.

If you are not handling these well known feeds, you are losing the big end of the feed business. Write to us today and we will show you how we can help you increase your business.

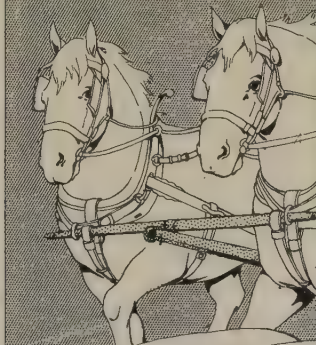
20c Apiece for Jute Sacks

We will pay dealers 20c each for Jute Sacks of our brands returned to us in good condition.

The QUAKER OATS COMPANY

Address:

CHICAGO, U. S. A.



DO AS MANY OTHERS ARE DOING

Overcoming Their Serious Troubles by Using Our 50 Gallon

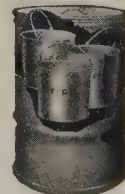
METAL FIRE BARRELS

Including Buckets and Calcium Chloride

For Further Particulars and Prices Write Home Office

CARBONDALE CALCIUM CO.

CARBONDALE, PENNSYLVANIA



Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

GRAIN ELEVATOR BUILDERS

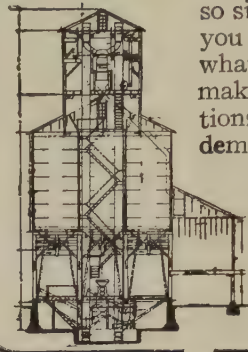
BALLINGER & McALLISTER

*Engineers and
Contractors*

Grain Elevators Driers Coal Chutes
Wood or Concrete

UNITY BLDG., BLOOMINGTON, ILL.

NOT A CHINESE PUZZLE, BUT READABLE PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance
Construction Co.**

Board of Trade INDIANAPOLIS, IND.

R. C. STONE ENGINEERING CO.
320 MERCHANTS EXCHANGE
ST. LOUIS, MO.
DESIGNERS AND BUILDERS OF
CONCRETE AND WOOD ELEVATORS
CORRESPONDENCE SOLICITED

EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS

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6803 Parnell Ave., Englewood, Chicago, Ill.

B. J. CARRICO
1501 Commerce St., Ft. Worth, Texas
Designer and Contractor of
CONCRETE and WOOD
Elevators and Flour Mills

BIRCHARD CONSTRUCTION CO.

CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy of
Operation and Maintenance
1129 J Street LINCOLN, NEB.

Your Individual Needs
are respected when your elevator
is designed and built by

W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEBR.

Write for Details of Our System

Decatur Construction Co.

ENGINEERS AND BUILDERS
OF GRAIN ELEVATORS

510-512 Wait Building

DECATUR ILLINOIS

A. G. BOGGESS
Builder of
GRAIN ELEVATORS
and Coal Pockets

Phone F. 282 P. O. Box 166
DECATUR, ILL.

If you wish to build your elevator
right, my eighteen years experi-
ence is at your command.

C. E. BIRD & CO.
MINNEAPOLIS MINNESOTA

White Star Co.

WICHITA, KAN.

BUILDERS
of
*Good
Elevators*

WRITE US ABOUT THE
PLANT YOU HAVE IN
MIND

FIREPROOF GRAIN ELEVATORS

DEVERELL, SPENCER & CO.

Garrett Building BALTIMORE, MARYLAND

NEWELL CONSTRUCTION CO.

CONTRACTORS, DESIGNERS
AND BUILDERS

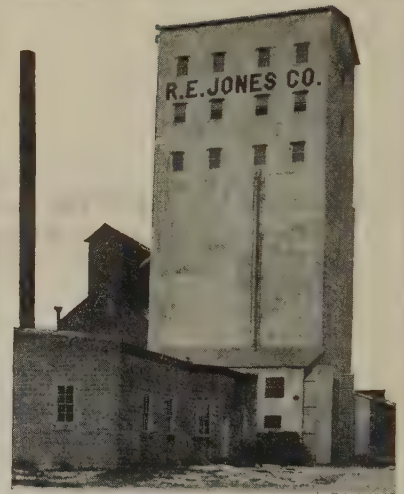
Also Jobbers of

ELEVATOR AND MILL SUPPLIES

430-432 Granby Bldg.

CEDAR RAPIDS - - IOWA

FORT WILLIAM, ONT.—Davidson & Smith contemplate increasing the output of the Canadian Feed Mfg. Co. from 250 to 750 tons daily and will put in machinery for making rolled oats.



R. E. Jones Co., Wabasha, Minn.

We have the most complete
organization in the Northwest
for the construction of

**GRAIN and COAL
ELEVATORS**

T. E. Ibberson Company
MINNEAPOLIS, MINN.

R. M. Van Ness Construction Company
203 Grain Exchange, Omaha, Neb.

Designers and Builders of
MODERN GRAIN ELEVATORS
Plans Submitted Correspondence Solicited

IF YOU WANT

regular country shippers
to become familiar with
your firm name, place
your "ad" here :: ::



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

Write us for Estimates and Proposals

Canadian Government Grain Elevator

Port Arthur, Ontario

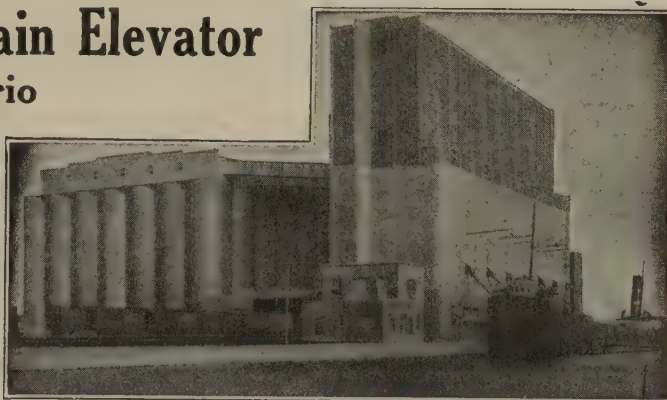
Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAM, ONT.
DULUTH, MINN.
MINNEAPOLIS, MINN.



THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania Railroad.

JAMES STEWART & CO., Inc.

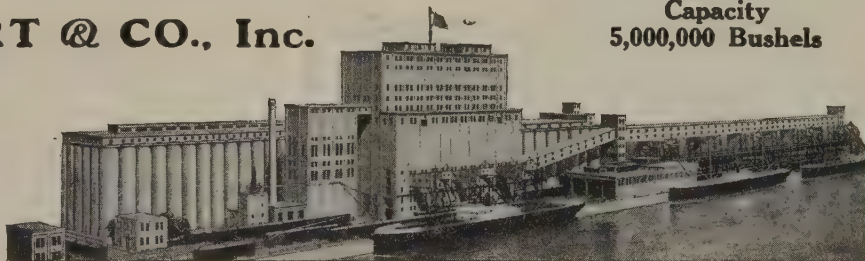
Capacity
5,000,000 Bushels

Designers and Builders
GRAIN ELEVATORS
IN ALL PARTS OF THE WORLD
GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.

CHICAGO

W. R. SINKS, Manager



Burrell Built Elevators
are Better—
the kind you need

Burrell Eng. & Cons. Co.

Chicago

Portland, Ore.

Oklahoma City

W. C. BAILEY
Contracts and Builds
Modern Grain Elevators

We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.

433 Rameg Bldg., OMAHA, NEBR.

A. F. ROBERTS

ERECTS ELEVATORS
CORN MILLS
WAREHOUSES

FURNISHES PLANS
ESTIMATES
MACHINERY

SABETHA, KANSAS

MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS

MONADNOCK BLDG.

CHICAGO, ILL.

HICKOK Construction Co.
MINNEAPOLIS & SPOKANE **ELEVATORS**

L. J. McMILLIN
ENGINEER and CONTRACTOR OF
GRAIN ELEVATORS

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

D. F. HOAG & CO.

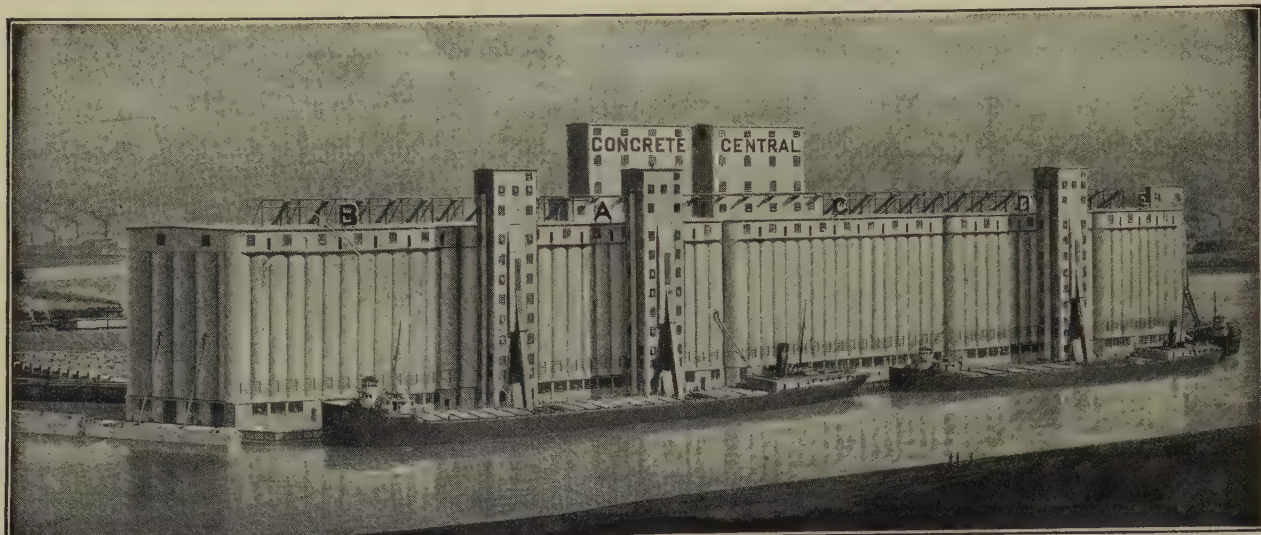
Designers and Constructors of

GRAIN ELEVATORS

Corn Exchange, Minneapolis

RECEIVERS

who want to reach the regular grain
dealers of the country use space in
the GRAIN DEALERS JOURNAL.



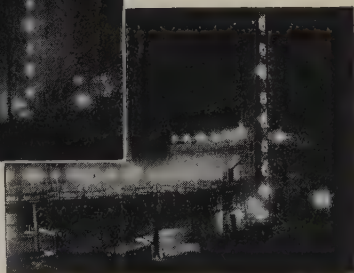
CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.

September 26
1917September 12
1917

THESE photographs show night construction work on a large reinforced concrete work house and grain storage tanks which will form a part of a complete plant now under construction by the Canadian Leonard Construction Co., Limited, for the Quaker Oats Company, at Peterboro, Ontario, Canada, for the manufacture of a full line of their products.

The workhouse contains fifty-one bins in addition to the legs for unloading, transferring and blending. The total grain storage of the entire plant will be about two million bushels.

LEONARD CONSTRUCTION CO.

WHITEHALL BUILDING
NEW YORKMcCORMICK BUILDING
CHICAGO

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$5.00

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.



Terminal Elevator, Buenos Aires Elevator Co.

The first modern, rapid handling grain elevator in SOUTH AMERICA.

Ultimate capacity, 2,000,000 bushels—for the BUENOS AIRES ELEVATOR CO., Buenos Aires, Argentina.

John S. Metcalf Co., Limited, Designing and Supervising Engineers.

John S. Metcalf Co., Ltd.

Grain Elevator Engineers

54 St. Francois Xavier Street
MONTREAL, CANADA

108 South La Salle Street
CHICAGO, ILL., U. S. A.

395 Collins Street
MELBOURNE, AUSTRALIA

36 Southampton Street Strand
LONDON, W. C., ENGLAND

FEGLES-BELLOWS ENGINEERING CO.

LIMITED

ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,
FORT WILLIAM, ONT.

UNION BANK BLDG.
WINNIPEG, MAN.

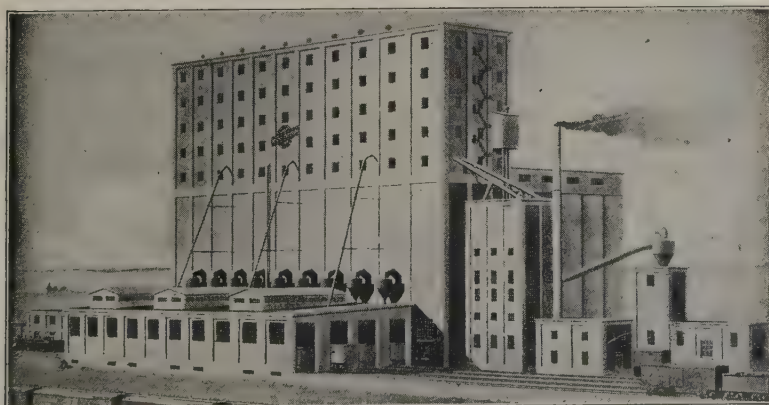
THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.
Complete Fireproof Plant—Mill, Warehouse and Elevator—for
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona Man

WE HAVE AN ENVIABLE RECORD FOR SERVICE



The 1,250,000 Bushel C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

WITHERSPOON-ENGLAR CO.

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn
Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

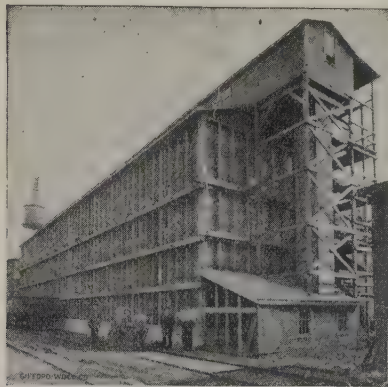
The Torsion Balance Co.

Pacific Coast Branch:
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

Office:
92 Reade Street
New York

Big Business is Just Ahead of You—



Unusual Demand for Coal Handling Machinery
A Good Business Barometer

Are your facilities adequate for handling your present tonnage—and *More Business too?*

Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

**G-W
Wagon
Loaders**
Solves the
Loading
Problem

Send for
Catalog 16G.



GIFFORD-WOOD CO.

Chicago Office: 565 W. Washington Street
Works: Hudson, N. Y.



Are You Wasting Money?

Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

**For Accurate Moisture Tests
use our Grain Dealers Air
Tight Cans for forwarding
your grain samples.**

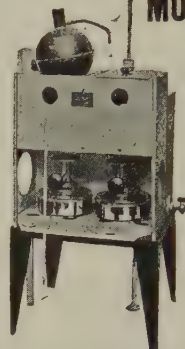
ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.



None so Small it Cannot Afford



**THE FLINT-BROWN-DUVEL
MOISTURE TESTER**



*A Size for Your
Requirements*

Nothing in Your Plant
Will Pay Larger
Dividends

Write for Booklet

**DE ROO GRAIN
LABORATORIES**
Flint, Mich.

CLARK'S GRAIN TABLES FOR WAGON LOADS

(Thirteenth Edition)

The best and most complete edition of these popular reduction tables ever issued. It contains 12 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on heavy tough Manila stock. It is reinforced at back with cloth. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks. The table shows the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barely at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 31½ cents in ½ cent rises.

Order Form 4090 WL. Price 60 cents.

GRAIN DEALERS JOURNAL

305 S. La Salle Street Chicago, Ill.

COULD NOT think of getting along without the Grain Dealers Journal.—Goodman & Mead, Geo. E. Mead.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$3.00.

GRAIN DEALERS JOURNAL

305 So. La Salle Street CHICAGO, ILL.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion.

ELEVATORS FOR SALE.

FOR SALE—GRAIN ELEVATOR, 10,000 bu. cap. and 200 ton coal sheds; located in good farming country. Address Box 154, Lesterville, S. D.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

20,000 BU. ELEVATOR, frame building, for sale. Located at Osage, Iowa, on C. G. W. R. R. Very cheap. Write Buy, Box 3, Grain Dealers Journal, Chicago.

DOUBLE YOUR MONEY within three years by investing NOW in Ohio elevator and coal business. \$16,000 cash—no trade. Address Double, Box 5, % Grain Dealers Journal, Chicago.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

FOR SALE—15,000 Bu. Elevator with additions for feed and flour; corn crib, electric power. Best corn, oats and barley country in Iowa. Two railroads, one elevator on each road, can ship on either road. Fine location and competition. Reason for selling is old age—owner is now seventy, and boy in the war. Address Home, Box 4, Grain Dealers Journal, Chicago.

FOR SALE: Three story brick bldg. 80x100 equipped with power and trackage on two roads; 100,000-bu. capacity Elevator with track scales; Victor Scourer & Polisher No. 4, steel cut oat machine, ensilage cutter Ohio No. 4, Marsh Boiler feed pump, cast iron steamer, Richmond bolter and dresser, rolled oat aspirator, 6 set sandstone burrs 48" dia., steel smoke stack 9'x125" lined with fire brick, 150-h.p. B&W Boiler and water heater, all in good condition. M. M. Vaughn, Agt., Nebraska City, Neb.

You are getting a tighter grasp on "Time's Forelock" when you insert an ad in the "Wanted—For Sale" columns of the Journal.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experience, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal manager? Let the Want Ad Man get one for you.

ELEVATORS FOR SALE

ELEVATOR AND COAL SHEDS close to Rochester, Minn.; live town; good business. Enquire Box 572, Saint Ansgar, Ia.

FOR QUICK SALE—We offer two good country elevators located in Western Iowa at \$5,500.00. No competition. Address Ruskin, Box 4, Grain Dealers Journal, Chicago.

THREE WASHINGTON ELEVATORS for sale, located at Spangle, Irby and Odessa, in the Big Bend and Palouse Wheat country. All equipped to handle grain in bulk. Write W. H. Stowell, 421 Sprague Av., Spokane, Wash.

FOR SALE CHEAP—Modern elevator of 35,000 bu. capacity; doing a good business in the best corn and oats country in the land. Price \$17,000. Modern residence included. Address Country, Box 4, Grain Dealers Journal, Chicago.

GOOD CRIBBED ELEVATOR, 35,000 bu. Coal business and modern residence with 2 acres of ground; located on I. C. R. R. in good town in Central Illinois. Address Heart, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—Three elevators in Northwest Oklahoma. Best wheat belt in state. All well located in good live towns. Good schools and churches. Bargain if sold soon. Address Head, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—Grain elevator with coal and hardware business. Real estate and private tracks on Penna. Lines. Good cash bargain. Fine location on acre of ground; old stand, main street of city. Chas. B. Ruch, Washington, Pa.

KANSAS elevator for sale, 15,000 bu. capacity, built in 1915. Equipment consists of Grain Cleaner, Automatic Scale, Car Loader and 12 H. P. Fairbanks-Morse Engine. For information, write Seguin Grain Co., Seguin, Kas.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

BUSINESS OPPORTUNITIES.

IF YOU WANT to sell or exchange your property, write me. John J. Black, 57th St., Chippewa Falls, Wisc.

ELEVATORS FOR RENT.

GRAIN ELEVATOR, from 400,000 to 700,000 bu. capacity, with power plant, dry kilns of good capacity, and cleaning equipment, for rent. Located in City of Chicago, 20 minutes from the Loop. Could be used either for salvage or good grain. Reasonable rental. If interested communicate at once with Rental, Box 4, Grain Dealers Journal, Chicago.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

ELEVATORS WANTED.

WANTED information of good elevator for sale. C. C. Shepard, Minneapolis.

ELEVATOR WANTED in good town. Central Illinois preferred. Would consider partnership if business would justify. Earnest, Box 4, Grain Dealers Journal, Chicago.

Don't conclude because there isn't the elevator you want advertised under **ELEVATORS FOR SALE** that there isn't such a one to be bought. Perhaps the owner hasn't fully made up his mind to sell it, until he sees your advertisement in the **ELEVATORS WANTED** column.

ELEVATOR BROKERS.

JAMES M. MAGUIRE
6454 Minerva Ave., Chicago, Ill.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

OFFICE SUPPLIES.

CHECK WRITER and Protector, F. & E., new; will sell for \$25.00. Cecil E. Danielson, Langford, S. D.

TYPEWRITERS—All Makes. Factory Rebuilt, good as new, guaranteed, lowest prices. Good prices for your old machines; write for catalog. (Estab. 1904.) Ben Samuelson & Co., 219 S. Dearborn St., Chicago.

SCREENINGS WANTED

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

WANTED.

Electric Motors and Machinery at once. Nathan Klein & Co., 208-K Centre St., N. Y.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

ENGINES FOR SALE.

25 H.P. ALAMO gas engine for sale cheap by P. Berg, Forest Lake, Minn. Have installed electricity.

FOR SALE: One 35 horse power Gas Engine, also one 10 H.P. Gas Engine. McLeod Company, Bogen St., Cincinnati, O.

HOWE GASOLINE ENGINE—14 h.p. for sale. In good condition. A bargain at \$200. Valparaiso Grain & Lumber Co., Valparaiso, Neb.

25 H.P. I. H. C. MOGUL Kerosene Gasoline, Gas Engine, slightly used, but in first class condition. Ideal power for electric light plant, flour mill, elevator or where closely regulated speed is needed. Engine is complete. Wm. Lindgren, Route No. 1, Wolf Creek, Wis.

MACHINES FOR SALE.

FOR SALE—Mill Machinery of all kinds, second hand, good condition, including four stands of double rolls, legs, etc., very cheap. Diamond Elevator, 72-73 Chamber of Commerce, Minneapolis, Minn.

FOR SALE: INDIANA TRUCK, worm drive Rutenburgh Motor, 1½-ton, good order, just overhauled, \$800. G.M.C. one-ton Truck, Hupp Motor, chain drive, good running order, \$350. Also Barnard & Leas combination Mill Sheller, \$50. Clipper Seed Cleaner and Motor, \$60. W. W. Pearson, Upland, Ind.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

The brains, energy and buying power of the grain trade are encountered in the advertising columns of the Grain Dealers Journal.

BAGS—BAGGING—BURLAP.

GRAIN BAGS FOR RENT. Any quantity. For terms write Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

BAGS—BAGS—BAGS

We pay highest prices for empty bags, and pay the freight. Ship us your second-hand bags, or write us what you have so we can quote you. Satisfaction guaranteed. Our check goes out the day the bags come in. Lincoln Bag Co., Dept. G., Springfield, Ill.

HAVE YOU AN ELEVATOR for sale? Tell the Want Ad Man about it. He will tell it to 6500 firms who are directly interested in grain elevators.

MALE HELP WANTED.

WANTED—THOROLY competent grain man. Must be well experienced. Write, stating age and salary expected. Schreiber Milling & Grain Co., St. Joseph, Mo.

MANAGER for several of our country elevators—at once. State age, whether married or single, nationality and experience, in first letter. Address AX, Box 4, Grain Dealers Journal, Chicago.

WANTED: Men or women with office experience in handling grain books. Good permanent opening for thoroughly competent accountants. Give age, experience, references and salary expected. Address Help, care Box 5, Grain Dealers Journal, Chicago.

WANTED, GRAIN ACCOUNTANT to take charge of sales correspondence and shipping. Must type own letters. Book Department, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

MEN WANTED—Elevator managers are in demand. Insert your advertisement in the Grain Dealers Journal to get the position that is waiting for you.

MISCELLANEOUS.

RAISE BELGIAN HARES for us. We pay \$2.00 each and expressage when 3 months old. Contracts and full information, 10c. Thorson Rabbit Co., Aurora, Colo.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of Grain Dealers Journal, Chicago, Ill.

DO YOU NEED HELP?

"Man cannot live by bread alone," and it is also true he cannot live without bread or the cereals used in its production. More than ever is the nation concentrating its forces on producing and saving its grains. It makes a strain on the grain elevator, which, instead of having all the help it had in former days, finds it has lost many of its strong young men to the service.

This is where the Want Ad Man's services are in demand. When we find the right help for a company we feel we are doing a little something to further the nation's plan. A letter or a telegram such as this: "Put us in touch immediately with a good manager," is gladly received and answered without delay.

What help do YOU need to keep your elevator running full capacity? Whether it be help for office, unskilled or skilled laborer, weighman, grain buyer, solicitor, or manager, write and tell

THE WANT AD MAN.

SITUATIONS WANTED.

SITUATION WANTED, bookkeeper, experienced grain and coal weigher, 44, married, well educated, good habits, reference present employer. Address Bell, Box 5, % Grain Dealers Journal, Chicago.

EXPERIENCED MAN wants position in elevator. Five yrs. manager for one firm. Par, Box 2, Grain Dealers Journal, Chicago.

WANTED—Position by experienced traveling solicitor. Will pay personal expenses for interview. Address Solicitor, Box 9, Grain Dealers Journal, Chicago.

EXPERIENCED grain and seed buyer with good references wishes a position. Address Wm. Schmidler, 922 Sycamore St., Milwaukee, Wis.

WANTED—Position as general manager of Elevtr. by competent experienced young man. No job too large. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

WANTED—Position, by experienced grain buyer, 36, American, N. Dak. or Minn. preferred. References from last employer. Address Ace, Box 5, care Grain Dealers Journal, Chicago.

WANTED, to get in touch with someone wanting an A No. 1 grain man on joint account. Am a hard worker, business getter, and work for the employer. No one has better references. Want position for next crop. Address Hustler, care Box 5, Grain Dealers Journal, Chicago.

EXPERIENCED manager wants position. Have managed 175,000 bu. elevator for past 12 years. Can give present employers as reference. Can also handle side lines. Address Bolt, Box 5, care Grain Dealers Journal, Chicago.

WANTED POSITION as manager of grain elevator. I have had 20 yrs. successful experience; can give present employers as reference. Indiana or Ohio preferred. Address O-Ind., Box 1, Grain Dealers Journal, Chicago.

STEAM ENGINES, BOILERS.

BOILERS—high pressure, 18, 20 and 30 h. p. Engines 6, 10, 20, 60 and 150 h. p. Gas engines, 6, 9, 26 & 30 h. p. Heaters, pumps. Casey Boiler Works, Springfield, O.

FOR SALE—One 100 h. p. and one 60 h. p. steam engine in good condition, also dust collectors, and other mill and elevator machinery. Write Wells-Abbott-Nieman Co., Schuyler, Neb.

1 TANDEM COMPOUND Engine, 14x30 x42, with surface condenser and belt pump, 1 Sterling water tube boiler, 150 h. p., one flywheel 15 ft. in diam., ten grooves, 1½ in. rope. Red Wing Mfg. Co., Red Wing, Minn.

FOR SALE—200 H. P. Buckeye engine in first class condition; it has been used only a few years and has never been overloaded; must be seen to be appreciated. Cut-singer & Thompson, Shelbyville, Ind.

FOR SALE: Steam Engine in good working condition; one Western Gyrating Cleaner No. 2 with new eccentric shaft and boxes; one 30,000-lb. Fairbanks-Morse Hopper Scale complete. Also good assortment of shafting, elevator buckets, pulleys, chain and boxes. Fairmount Grain & Elevator Co., Fairmount, Ill.

IMMEDIATE RESULTS

Gilchrist & Co. of McGregor, Iowa, write under date of July 13, 1918—"You can discontinue our ad in the GRAIN DEALERS JOURNAL as we have sold the elevators we advertised. You may be interested to know that the first enquiry resulted in a sale a few days after we received it."

Before You Buy or Sell

SECOND HAND BAGS

GET "WESTERN'S" PRICE

WESTERN BAG & BURLAP CO., Chicago

SCALES FOR SALE.

1—NO. 84,000 HOPPER SCALE, type beam. Red Wing Mfg. Co., Red Wing, Minn.

FOR SALE, cheap, 500 bu. Howe Hopper scale. Used about eight months. A. C. Dunning, Shelby, Neb.

EVERY AUTOMATIC GRAIN SCALE, 750 bu. per hour, used very little, guaranteed condition, cheap. Milwaukee Scale & Supply Co., Milwaukee, Wis.

WE HAVE FOR SALE several refit Wagon Scales. Also one 3-Bu. Richardson Automatic and one 4-Bu. Fairbanks. W. H. Cramer Construction Co., North Platte, Neb.

WOULD YOU BUY larger scales if you knew you could sell the scales you have? Try an ad in the SCALES FOR SALE column and see how quickly your scales will be sold.

Are you saving all you can, and practicing the greatest economy? A step in the right direction is to make these columns your market place.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
2439 N. Crawford Ave. - Chicago, Ill.

SELL YOUR SECOND HAND MACHINES NOW—tomorrow they will not be worth as much as they are today. A shiny machine which has just been in operation sells quicker and brings a bigger price than a dirty, rusty one.

MACHINES FOR SALE.

FOR SALE: Assortment of second hand machinery consisting of rolls, cleaners, reels, shafting, etc., including Barnard & Leas 3 High Corn Mill, used very little. Maney Export Co., Oklahoma City, Okla.

WE BUY & SELL Boilers, Steam & Gaso. Engines, Motors, Scales, Elev. & Mill Mach'y. of all kinds. National Mach'y. Warehouse, 700 W. 22nd St., Chicago.

FOR SALE—37 12"x6" elevator cups, never been used. 90' of 4 ply 12" rubber belt with 11"x6" cups attached; used only 18 months. John C. Jindrich, Swaledale, Ia.

FOR SALE—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

REAL BARGAINS

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

PNEUMATIC DUST COLLECTORS, two, size 6x8, Barnard & Leas; very little used, have new cloth on and ready for immediate use. Address Davenport Pearl Button Co., Davenport, Ia.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habits. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly.

Directory Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McCausland, Sam'l, ryegrass and dogstail.

BUFFALO, N. Y.

Stanford Seed Co., field and grass seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds. Hardin, Hamilton & Lewman, gra. & fld. seeds. Lewis Implement & Seed Co., field sds. & implts. Louisville Seed Co., clover & grasses. Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

Georgia Seed Co., field and garden seeds.

MEMPHIS, TENN.

Schwill & Co., O., garden and field seeds. Russell-Heckle Seed Co., all southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds. L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds. Minneapolis Seed Co., seed merchants. Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Doughten, Inc., H. W., grass & field seeds. Nungesser-Dickinson Seed Co., whls. seed mchts. Radwaner, I. L., field & grass seeds, exp. imprts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ROCKFORD, ILL.

Condon Bros. Seedsmen, garden, fld. & flower sds.

ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa. Flower Co., The S. W., seed merchants. Toledo Field Seed Co., The, clover, timothy.

TWIN VALLEY, MINN.

Heiberg, M. A., wholesale seed merchant.



Big Stock

MACHINERY

For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY

GOOD AS NEW

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 78-B

B. F. GUMP CO.
THE MILL SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

ALBERT MILLER & COMPANY


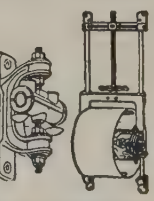
Handlers of everything in

HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie
Clover Packing
Alfalfa Straw

192 N. Clark St.
CHICAGO, ILL.

\$50,000 Worth of Power Transmission Machinery Bargains.
\$40,000 Worth of Leather, Rubber and Canvas Belt Bargains.

Send for Bargain List No. 18-T.

TEUSCHER & SON MACHINERY SUPPLY CO.
ST. LOUIS, MO.
We Buy All Kinds of Machinery Plants.

Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow Fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

SWEET CLOVER seed wanted. Afton Grain & Coal Co., Afton, Okla.

SEEDS FOR SALE

ALFALFA SEED, 1,000 bu. Samples free. L. C. Johnston, Seward, Neb.

FOR SALE—Alfalfa Seed. For samples and prices write Grain & Storage Co., Douglas, Wyo.

CLOVER, buckwheat, and black-eye cow peas; best grades because of territory and climate. A. E. Castleman, Culver, Ind.

SEEDS FOR SALE

ANY TIME OF THE YEAR is the right time to insert a "Seeds For Sale" or a "Seeds Wanted" ad. Buyers will want to put in their orders early this year on account of traffic conditions.

Journal Want Ads Bring Results.

A. W. SCHISLER FIELD AND GARDEN SEED COMPANY
53 Years Service Buyers and Sellers St. Louis, Missouri Bag or Car Lots

CRAWFORDSVILLE SEED CO.
FIELD SEEDS
Crawfordsville, Ind.

Crabbs Reynolds Taylor Company
Crawfordsville, Indiana
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

The Mangelsdorf Seed Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

CHAMBERS SEED CO.
Incorporated
GRASS and FIELD SEEDS
Combining the resources and experience of
46 years in the Seed business.
Board of Trade Building, LOUISVILLE, KY.

THE STANFORD SEED CO.
BUFFALO TIMOTHY—CLOVER—ALSIKE—ALFALFA—GRASSES N. Y.
Buyers and Sellers—Car Lots—

The Seed Terminal of the Northwest
Northrup, King & Co. of Minneapolis, have the facilities, equipment and logical position to supply seeds to advantage.

FIELD SEED—Car lots or less, Northern grown.
GARDEN SEED—Hardy Varieties, large or small lots.
ONION SETS—We grow and sell thousands of bushels.
POULTRY FEED—Our formulae or special milling.
NORTHROP, KING & CO., MINNEAPOLIS

WE BUY AND SELL
Wheat Screenings, Cane Seed, Salvage Wheat,
Kaffir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

LOUISVILLE SEED COMPANY
INCORPORATED
LOUISVILLE, KY.
Headquarters for
RED TOP and ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

WOOD, STUBBS & CO.
(Inc.)
LOUISVILLE, KY.
Ky. Blue—Orchard—Red Top
BUY AND SELL
Also full line Garden Seeds

L. Teweles Seed Co.
Milwaukee Wisconsin

Headquarters for
Red, White and Alsike
Clover
Timothy and Alfalfa
Seed
SEED CORN FIELD PEAS

SAMUEL McCausland
BELFAST, IRELAND
Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds.
Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

H. W. DOUGHTEN, 59 PEARL STREET,
NEW YORK CITY
Importers, Exporters and Jobbers **Grass and Field Seeds**
We Are Buyers of NEW CROP ALSIKE
and Sellers of D. E. RAPE

If Your Business
isn't worth advertising
advertise it for sale.

REGISTERED BRANDS
MINNEAPOLIS SEED CO.
WHOLESALE FIELD SEEDS
HARDY NORTHERN GROWN SEEDS
OUR SPECIALTY
BUYERS, RECLEANERS, SELLERS
ASK OUR BIDS BEFORE SELLING
WRITE OR WIRE FOR SAMPLES AND PRICES
TIMOTHY, CLOVERS, MILLETS
Grasses, Forage Seeds, Seed Grains,
Peas, Beans and Screenings
P. O. ADDRESS, LOCK DRAWER 1546
OFFICES: 3444 RAILROAD AVE. 30.
SEED ELEV. & WAREHOUSES: 34TH TO 35TH STS. & R. R. AV. S.
GRAIN ELEV. & WAREHOUSES: 35TH TO 37TH STS. & R. R. AV. S.
MINNEAPOLIS, MINN.

DEALERS RAPE JOBBERS
SPRING VETCH
CRIMSON CLOVER
CANARY SEED
I. L. RADWANER
SEED MERCHANTS
NEW YORK CITY
IMPORTERS EXPORTERS

RE-CLEANED
COW PEAS - CANE SEED
TENN. SEED CORN
CAR LOTS OR LESS—LOW PRICES
RUSSELL HECKLE SEED CO.
MEMPHIS, TENN.

MILLET
IN CAR LOTS
Common Golden Siberian and Hog Millet
JOHN E. SPELTS, Julesburg, Colo.

LEWIS IMPLEMENT & SEED COMPANY
Incorporated
WHOLESALE DEALERS
High Grade Field Seeds and Implements
Correspondence Solicited LOUISVILLE, KY.

If You Have
the interest of your market at heart, support it earnestly, help to advertise it thoroughly and above all do not convey the impression that it is an indifferent market by giving it 30 cents worth of advertising.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE

FOR SALE—Superfine tested Perennial and Italian ryegrasses. Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

SEEDS WANTED.

BUCKWHEAT WANTED, car lots or less. P. L. Zimmermann Co., St. Louis, Mo.

SEEDS WANTED.

WANTED TO BUY timothy, alsyke and red clover, straight and mixed cars or less. Oshkosh Seed Company, Oshkosh, Wis.

The J. M. McCullough's Sons Co.
BUYERS—SELLERS
Field and Garden Seeds
CINCINNATI - - OHIO

CLOVER SEED--TIMOTHY SEED
That order for clover or timothy futures
"Send it to Zahm"
J. F. ZAHM & COMPANY, Toledo, Ohio
Here since 1879 Ask for our daily Red Letter—Free

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited. Send us your samples.
Toledo, Ohio

FLOWER, FIELD and LAWN SEED
J. OLIVER JOHNSON
Wholesale
SEED MERCHANT
1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

The S. W. Flower Co.
WHOLESALE
FIELD SEED
MERCHANTS

THE CRUMBAUGH - KUEHN CO.
TOLEDO, OHIO
We pay top prices for seeds. Your track or Toledo. Send samples.
Samples, prices and our market letter upon request. Cash and futures
CLOVER
ALSIKE TIMOTHY ALFALFA

OTTO SCHWILL & CO.
Memphis, Tenn.
GARDEN and FIELD SEEDS
Also Onion Sets, Poultry Food, Bee Supplies

SPECIALTIES
RED CLOVER, TIMOTHY
ALSIKE
TOLEDO
OHIO

QUOTE us all kinds of Seeds, Feed, Poultry Supplies, Flour, Fruit Package Material, Ice Cream and Butter Manufacturers' and Handlers' Needs, also Fruits and Produce. References: Produce Reporter Co., R. G. Dunn & Co., Bradstreet & Co.
THE THORNILEY BROS. CO.
Telephone 792 219 Third St., MARIETTA, OHIO

THE
ILLINOIS SEED CO.
CHICAGO, ILL.
We Buy and Sell
Field Seeds
Ask for Prices
Mail Samples for Bids

White Clover
Orchard Grass
Tall Meadow Oatgrass
Ryegrass
Wm. G. Scarlett & Co.
Baltimore, Md.

Farmer Seed & Nursery Co.
Growers of Northern Grown
SEED CORN, CLOVERS, TIMOTHY
AND ALFALFA
FARIBAULT - - MINN

RUDY-PATRICK SEED CO.
ALFALFA SUDAN MILLET CANE
KANSAS CITY, MO.

MISSOURI BRAND SEEDS
Specialists
KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

We Buy **SEEDS** We Sell
J. G. PEPPARD SEED CO.
Kansas City, Mo.

WHITNEY-ECKSTEIN SEED CO.
Wholesale Seed Merchants
BUFFALO, N. Y.
CORRESPONDENCE INVITED

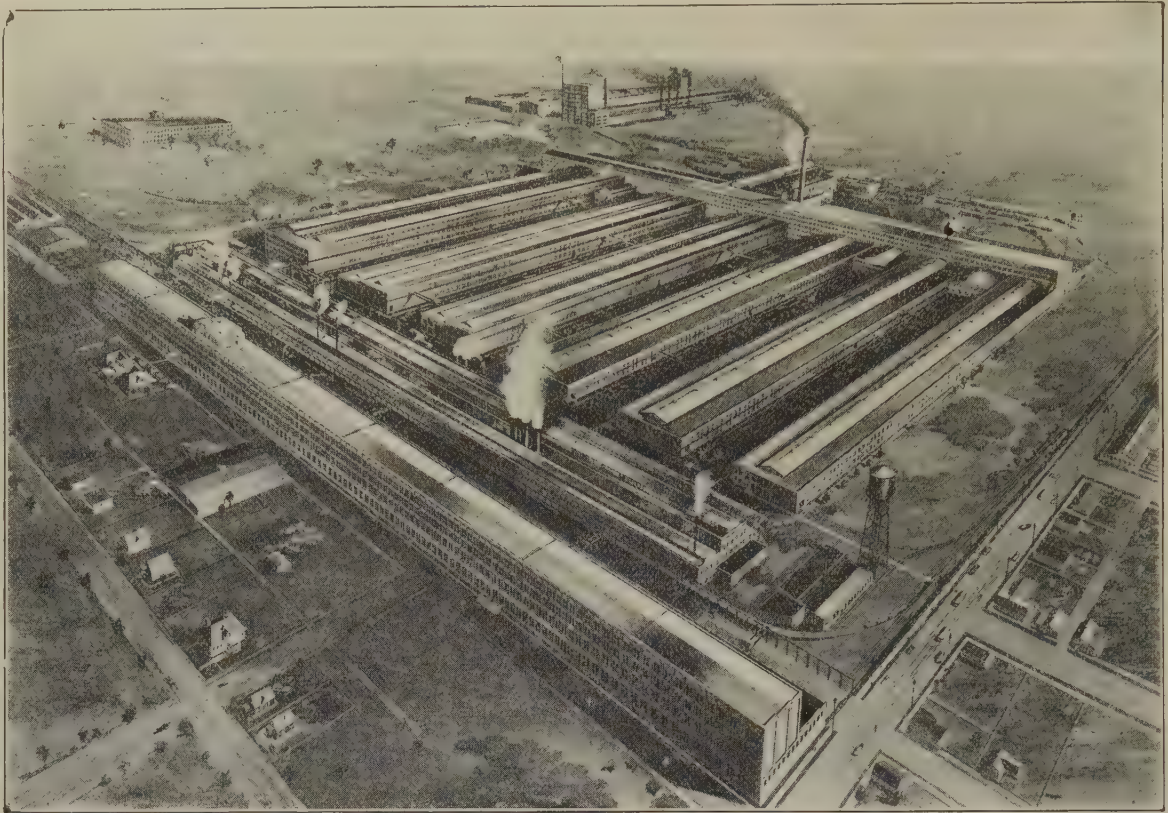
SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

SEED

We buy and
sell all varieties
of grass and
field seeds

The Albert Dickinson Co.
MINNEAPOLIS CHICAGO



West Allis Works of Allis-Chalmers Mfg. Co., Milwaukee.

Reliable Motor Equipment

Reliable Motors are essential to efficient elevator operation.

Allis-Chalmers Motors have an established reputation for reliable service, based on many years' use in all kinds of industrial plants.

They are used exclusively in many of the largest terminal elevators of the country as well as in numerous smaller plants.

The fact that Allis-Chalmers motors are selected by leading elevator engineers and contractors is their best recommendation.

The following Milwaukee elevators are equipped with Allis-Chalmers Motors:

Chicago & Northwestern Railway (Udike Grain Co.)

Chas. A. Krause Milling Company

The Kurth Malting Company

Daniel D. Weschler & Sons

Jos. Schlitz Brewing Company

Let us figure on your requirements.

Allis-Chalmers Manufacturing Co.

Milwaukee, Wisconsin

District Offices in All Principal Cities

Our Name is Your Assurance

ALLIS-CHALMERS

Milwaukee, Wis. U.S.A.

On to MILWAUKEE—

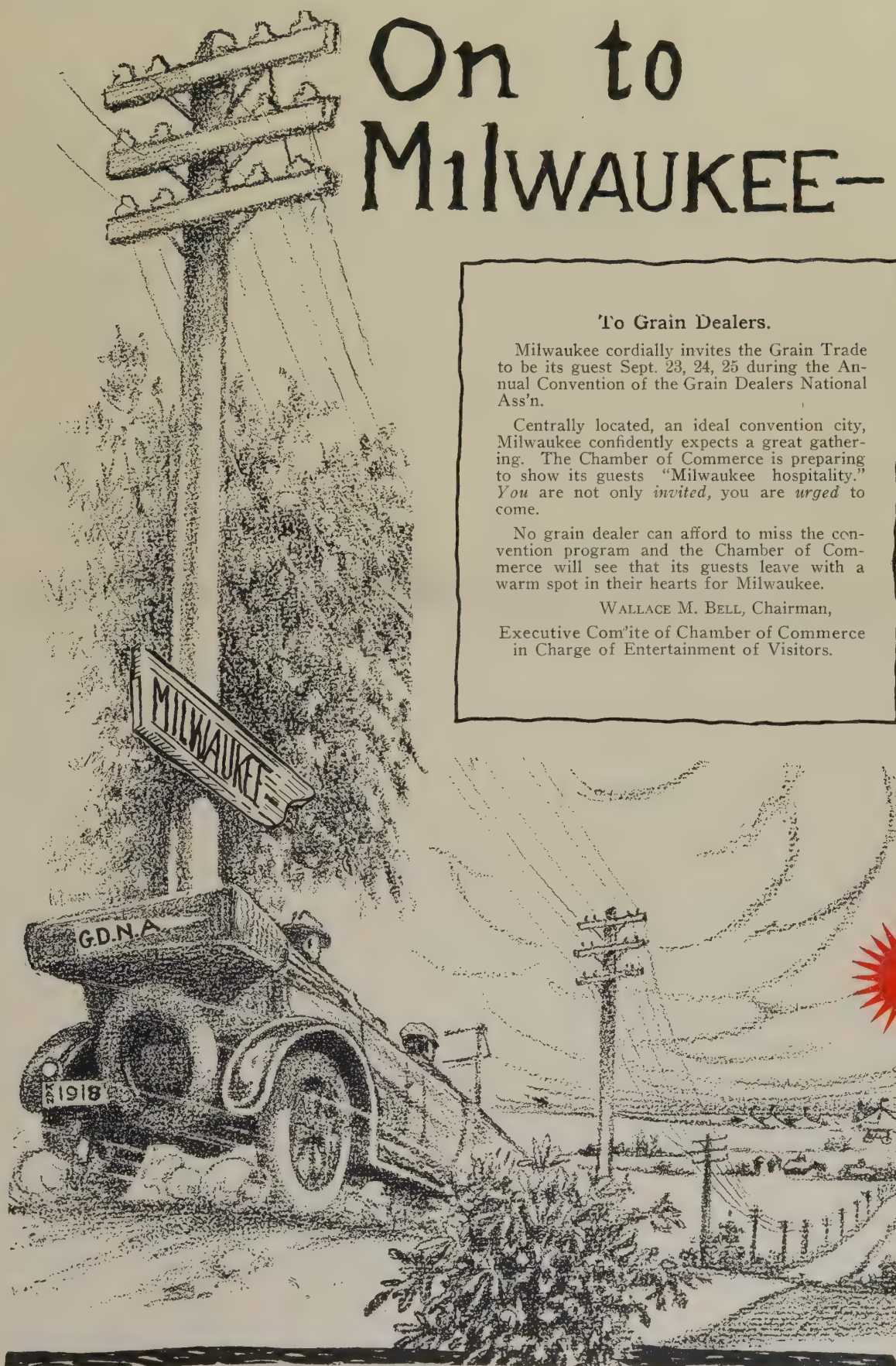
To Grain Dealers.

Milwaukee cordially invites the Grain Trade to be its guest Sept. 23, 24, 25 during the Annual Convention of the Grain Dealers National Ass'n.

Centrally located, an ideal convention city, Milwaukee confidently expects a great gathering. The Chamber of Commerce is preparing to show its guests "Milwaukee hospitality." *You are not only invited, you are urged to come.*

No grain dealer can afford to miss the convention program and the Chamber of Commerce will see that its guests leave with a warm spot in their hearts for Milwaukee.

WALLACE M. BELL, Chairman,
Executive Com'ite of Chamber of Commerce
in Charge of Entertainment of Visitors.



White Corn

Yellow Corn

6 million bushels

annually

**Chas. A. Krause
Milling Co.**

MILWAUKEE, WIS.

Milwaukee's Com'ites on National Convention.

The Milwaukee Chamber of Commerce is making complete arrangements for the convention of the Grain Dealers National Ass'n thru the com'ites, named below.

A general or executive com'ite has been appointed, and the members of the executive com'ite are chairmen of the important sub-com'ites which are essential to a business like handling of the local machinery. Each sub-com'ite has two members in addition to the chairman. The personnel of the com'ites follows:

Executive: Wallace M. Bell, chairman; H. M. Stratton, A. R. Templeton, L. G. Bournique, J. J. Crandall.

Arrangements: H. M. Stratton, chairman; Albert R. Taylor, W. A. Hottensen.

Entertainment: A. R. Templeton, chairman; Joy M. Hackler, John H. Manning.

Speakers: J. J. Crandall, chairman; A. K. Taylor, P. P. Donahue.

Finance: L. G. Bournique, chairman; Clark Fagg, J. H. Crittenden.

THE CHICAGO BOARD OF TRADE will be officially represented at the convention by the following com'ite: H. N. Sager, W. N. Eckhardt, Adolph Gerstenberg, Adolph Kempner and J. J. Fones.

MILWAUKEE, a bright spot, where the "Welcome" sign works overtime.

IT IS WORTHY OF note that the same man who is serving as chairman of the Executive Com'ite on arrangements for the convention this year also served in a like capacity for the Nat'l convention 14 years ago. Wallace M. Bell is his name. Another com'ite member of that other convention who will again serve is Clark Fagg.

Welcome!

We welcome you to the Grain-Dealers National Convention Sept. 23rd to 25th. Your call at our office will be appreciated.

"UN-X-L-D" Services

are all-ways assured when consigning your grain, and seeds, etc., to us.

The Franke Grain Co.
Grain and Mill Feeds

CHAMBER OF COMMERCE
Milwaukee

Agents in Wisconsin for
Douglas Corn Gluten Feed

WALLACE M. BELL, President

W. A. HOTTENSEN, Vice-Pres. and Treas.

ROBERT G. BELL, Secretary

We cordially invite Grain Dealers to use our office while in attendance at the Convention. We have been growing into the confidence of the trade a good many years, and every new season sees us striving still harder to improve both service and facilities. This year of all years we are at our best. We want to know you and have you know us.

W. M. BELL COMPANY
MILWAUKEE

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

An Invitation
FROM
P. C. KAMM COMPANY
GRAIN MERCHANTS—MILWAUKEE

Come and see the facilities we have for handling your business. Our modern elevator is located on tracks accessible to all railroads entering Milwaukee, thereby insuring prompt service. We buy and sell all kinds of grain and pride ourselves on giving satisfaction.

Offices—Mitchell Building
Milwaukee, Wis.

Elevator—37th Ave. and Scott
West Milwaukee, Wis.

A cordial welcome to all Grain Dealers attending the
National Convention

BUERGER COMMISSION CO.
ESTABLISHED 40 YEARS
GRAIN
ESTABLISHED 40 YEARS

CHICAGO

MILWAUKEE

MINNEAPOLIS

OMAHA

MILWAUKEE

CHICAGO

Updike Service

Complete—Unexcelled—Satisfying

For the purpose of providing the fullest measure of service, every essential branch of grain handling is maintained, including

First: A modernly equipped, large capacity, fire proof elevator, advantageously located and equipped for both rail and water loading.

Second: A Consignment Department offering every facility for proper and efficient handling of consignments, and the greatest possible degree of personal service.

Third: A Commission Department for "Future" trading, embracing direct private wires, affording continuous quotations. This Department invites correspondence and guarantees prompt and accurate execution of grain as well as provisions orders.

THE UPDIKE GRAIN COMPANY
MILWAUKEE

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

An Invitation

Grain men and seed dealers are cordially invited to make our office headquarters during Convention week.

Kindly consider us at your service in any way we can be of service.

MILWAUKEE SEED CO.

104-106 West Water Street
MILWAUKEE

Milwaukee.

The first Europeans known to have visited the site of the present city of Milwaukee, which on Sept. 23, 24 and 25 will entertain the 22nd annual convention of the Grain Dealers National Ass'n, were Father Jacques Marquette, a Jesuit missionary, and his companion, Louis Joliet. This was in the autumn of 1673, when they were returning from a trip down the Mississippi, and they passed along the west coast of Lake Michigan. Milwaukee Bay is plainly shown on Father Marquette's maps.

In 1679 La Salle and his party probably stopped here on his way south and in the Jesuit *Relations* of that year the name first appears as "Millioke." This and the various other spellings of the name attempted to reproduce the Indian name of the village which stood here, and the Indian word is thought to have meant "there is a good point" or "there is a point where huckleberries grow" in allusion to the fertile soil.

In 1699-1700 Father St. Cosme, a Recollet friar, visited the site and he called the river "Melwarik," "Melwarck," and "Meliwarik."

For more than half a century no mention of the place can be found, and in 1760 came Alexander Henry, an adventurer and the first Englishman known to have visited the spot. In 1763 a French fur trading post was established. In 1795 Jacques Vieau, in the employ of the North Western Fur Co., established a permanent post. After the treaties between the United States and the Menominee in 1831 and 1833 settlers began to come in numbers, altho a map of 1830 shows a small settlement on "Milwalky Bay."

A saw mill was built in 1834; the first newspaper, the *Advertiser*, began publication in 1836; and the first bank was founded in 1837. George Smith and Alexander Mitchell in 1839 established the "Fire and Marine Insurance Company Bank." As "Mitchell's Bank" this institution was known for more than forty years as one of the strongest banking houses west of the Alleghanies, its notes passing at par during panics in which even the government issues were depreciated. Thru it the C. M. & St. P. and other western railways were financed.

THE HISTORY of the Milwaukee Chamber of Commerce begins in 1858, when the city itself began to assume

YOU are cordially invited to make our office your headquarters during the convention of the Grain Dealers National Association at Milwaukee, Sept. 23-24-25

E. P. BACON CO.

Grain Commission Merchants

*Sellers of Cash Grain and Field Seeds
on Consignment*

Milwaukee

Chicago

Minneapolis

J. J. Crandall, Pres. & Treas.

F. D. Austin, Mgr.

W. B. Hatch, Mgr.

Traveling Representatives

John O. Jones, Minneapolis, Minn.
M. E. Coffey, Watertown, S. D.

H. C. Hinkley, Milwaukee, Wis.
Tom Berryman, Mason City, Ia.

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

importance. The rapidly growing grain trade had found the need for better organization, and the first steps toward this end were taken in that year. Ten years later, in 1868, the Chamber was granted a special charter.

In 1858 the receipts of grain at Milwaukee were 5,828,007 bus., of which all but about 1,000,000 bus. were wheat. In 1868 the market received 14,833,045 bus. of all kinds of grain, an increase of 9,000,000 bus. over that of the first year of organized effort. Forty-nine years later, in 1917, the receipts totalled 67,366,642 bus.

The total capacity of storage and shipping elevators in Milwaukee is 6,550,000 bus. at the present time; the city has malting plants with a total annual capacity of 17,125,000 bus.; her two flour mills have combined daily output of 3,500 bbls. of flour; two oat meal mills make 1,300 bbls. per day; a corn mill uses 4,000,000 bus. of corn each year; and a linseed oil mill which used 500,000 bus. of flaxseed in 1917. Work is now in progress on a corn and rye mill which will produce 3,000 bbls. of corn flour, 1,000 bbls. of rye flour and 700 tons of feed daily.

Milwaukee itself is one of the most widely known cities in the United States. Its history is replete with incidents that lend interest to a visit, whether it be long or short, and all of these things will be carefully brought to the attention of those who attend the Grain Dealers Nat'l convention Sept. 23-25.

The Milwaukee Chamber of Commerce is looking forward with interest and pleasure to the coming of the G. D. N. A., and while it has been made plain that this is to be a business gathering primarily, the local com'ites intend to make the best possible use of the time allotted to show visitors what kind of a town Milwaukee is, and to provide them with appropriate entertainment while they are guests of the city.

SPECIAL arrangements are being completed for the entertainment of the ladies during the convention and a most urgent invitation is extended by the Executive Com'ite to the delegates to bring their wives with them. At former conventions in Milwaukee, the ladies have not been given time to get lonesome, and the com'ite is resolved to maintain this record unbroken.

Milwaukee — Chicago

Members

Milwaukee Chamber of Commerce
Chicago Board of Trade

LYMAN JOSEPH GRAIN CO.

Shipments made
from Milwaukee
and Chicago. All
inquiries and ship-
ments given most
careful attention.

Shippers of

Corn
Oats

Rye
Barley

Milwaukee Convention, September 23-25 Grain Dealers National Association

We Want
to Get BETTER
Acquainted
With You!



Will You
Give Us
That
Opportunity?

SURELY! We know most of the shippers, but want to get better acquainted with them, and all who have NOT met us personally.

? Do YOU consign your grain and seeds to ?

Runkel and Dadmun

THE RELIABLE AND PROGRESSIVE COMMISSION HOUSE

Milwaukee, Wisconsin

References—Wisconsin National Bank or any other Milwaukee Bank

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

Consign your Grain to
**MILWAUKEE GRAIN
COMMISSION CO.**

Chamber of Commerce
MILWAUKEE - WISCONSIN

Receivers of All Grains

Liberal Advances on Consignments
of Wheat, Corn, Oats, Rye, Barley.

*If you prefer to sell to arrive
wire or 'phone for bids.*

UNITED STATES FOOD ADMINISTRATION
LICENSE NUMBER G-35980

**Mohr - Holstein
Commission Co.**

Wheat Barley
Corn Oats
Rye Seeds
Screenings

Drop in and See Us.

Room 29, Chamber of Commerce
Milwaukee, Wis.

Program G. D. N. A. Meeting.

The following program has been prepared for the Twenty-second annual convention of the Grain Dealers National Ass'n, to be held at Milwaukee, Wis., Sept. 23, 24 and 25, 1918:

MONDAY, 9:30 A. M.

Call to order by the president.
Invocation—Rev. Wm. T. Dorward, Milwaukee.
Singing of the Star Spangled Banner by the delegates.
Address of Welcome on Behalf of the City of Milwaukee—Cornelius Corcoran, President of the Common Council.
Address of Welcome on Behalf of the Milwaukee Chamber of Commerce—Herman W. Ladish, president.
Address of Welcome on Behalf of the State of Wisconsin—Hon. Emanuel L. Philipp, Governor.
Response on Behalf of the Grain Trade—George A. Aylsworth, Kansas City, Mo.
President's Annual Address—E. C. Eikenberry, Camden, O.
Sec'y's Annual Report—Charles Quinn, Toledo, O.

MONDAY AFTERNOON, 1:30 O'CLOCK.

Rules and Regulations for the Handling of the 1918 Wheat Crop—Julius H. Barnes, president of the Food Administration Grain Corporation, New York, N. Y.
[Note—This address will be followed by a general discussion of the regulations. Mr. Barnes will endeavor to answer any questions asked by the delegates.]
Telephone and Telegraph Service—M. L. Jenks, Chairman, Duluth, Minn.
Membership—H. E. Botsford, Chairman, Detroit, Mich.

TUESDAY MORNING.

Address—Hon. J. P. Goodrich, Governor of Indiana.
Legislation—A. E. Reynolds, chairman, Crawfordsville, Ind.

*MILWAUKEE, a bright spot, where the
"Welcome" sign works overtime.*

Reference:
Marine Nat'l Bank
Milwaukee

CHICAGO
MINNEAPOLIS

J.V. LAUER & CO.

*Grain Commission
Merchants*

AN INVITATION:

We wish to assure every member of the Grain Dealers National Association that J. V. Lauer & Co. desires to help you make your convention trip a pleasant one. Come into our office!

H. H. PETERSON,
President

E. H. HIEMKE,
V. Pres.

H. J. MAYER,
Secy. & Treas.

L. BARTLETT & SON CO.

Milwaukee Office:
206 Chamber of Commerce.

Chicago Office:
549 Webster Bldg.

We announce the opening of a branch office in Chicago at 549 Webster Bldg., under the management of Mr. H. J. Mayer, and solicit your consignments to Milwaukee and Chicago. We are prepared to give you the best possible service in both markets.

We extend a hearty welcome to Grain Dealers' National Association visitors.

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

M.G. RANKIN & CO.

Grain and Feed

- Corn and Oats
- Rye and Middlings
- Barley Feed
- Hominy Feed
- Brewer's Grains
- O. P. Oil Meals, Etc.

20-21 CHAMBER OF
COMMERCE

Milwaukee, Wisconsin

*Agents in Wisconsin for
BUFFALO GLUTEN*

Changes in the Wheat Grades—Chas. J. Brand, Chief of the Bureau of Markets, Washington, D. C.

Trade Rules—E. A. Fitzgerald, Chairman, Cincinnati, O.

TUESDAY AFTERNOON.

The Milling Regulations—Fred. J. Lingham, Chief of Flour Milling Section, U. S. Food Administration, Washington, D. C.

Transportation—Henry L. Goemann, chairman, Mansfield, Ohio.

Adequate Facilities for Weighing—C. A. Briggs, of the Bureau of Standards, Washington, D. C.

Uniform Grades—F. E. Watkins, Chairman, Cleveland, Ohio.

Crop Reports—E. T. Cusenbender, Chairman, Sidney, Ohio.

WEDNESDAY MORNING, 9:30 O'CLOCK.

The Wheat Surplus in Australia—Dr. J. W. T. Duvel, Crop Technologist, U. S. Department of Agriculture, Washington, D. C.

Address—Carl W. Sims, Assistant Federal Food Administrator, for the State of Indiana, Frankfort, Ind.

Natural Shrinkage—Henry L. Goemann, Chairman, Mansfield, Ohio.

Arbitration Appeals Committee—H. T. Burns, Chairman, Buffalo, N. Y.

Arbitration Committee No. 1—C. D. Sturtevant, Chairman, Omaha, Neb.

Arbitration Committee No. 2—Elmer Hutchinson, Chairman, Arlington, Ind.

Demurrage—Frank A. Coles, Chairman, Middletown, Conn.

DURING the convention in 1904 several of the local grain firms kept open house at their offices in the Exchange Building one evening while a promenade concert and reception were held. Dealers and their wives were invited to "call and look at the ceiling."

MILWAUKEE, a bright spot, where the "Welcome" sign works overtime.

"SHIP to CARGILL"

Good Sales
Quick Returns
Absolute Security
Courteous Treatment

We Offer a Very Broad Service

*A Welcome
to All Visitors
Sept. 23rd to 25th*

CARGILL GRAIN CO.

MILWAUKEE

MINNEAPOLIS—Cargill Commission Co.
DULUTH—Cargill Commission Co.

TAYLOR & BOURNIQUE CO.

Grain Merchants

MILWAUKEE, WIS.

Elevators at Milwaukee and Chicago

Capacity 2,000,000 bushels

*Wide-Awake
Branches at*

CHICAGO—302 Postal Telegraph Bldg.
NEW YORK—355 Produce Exchange
BOSTON—613 Chamber of Commerce
BUFFALO—833 Chamber of Commerce
PHILADELPHIA—627 Bourse Bldg.
SIOUX CITY—628-629 Grain Exchange

*Consignments
Solicited*

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

E. Lowitz
John F. Barrett
A. Richard Frank
F. J. Bittel
A. J. Barrett

E. LOWITZ & Co.

Grain Merchants

MEMBERS OF

NEW YORK STOCK EXCHANGE
NEW YORK PRODUCE EXCHANGE
CHICAGO BOARD OF TRADE
CHICAGO STOCK EXCHANGE
MINNEAPOLIS CHAMBER OF COMMERCE
ST. LOUIS MERCHANTS EXCHANGE
KANSAS CITY BOARD OF TRADE
WINNIPEG GRAIN EXCHANGE
MILWAUKEE CHAMBER OF COMMERCE
INDIANAPOLIS BOARD OF TRADE
PEORIA BOARD OF TRADE

Address all communications to
the market in which you are
interested.

CHICAGO MILWAUKEE
ST. LOUIS PEORIA
INDIANAPOLIS

Thomas E. Moran
General Manager
Chicago

M. D. Marlett
Milwaukee
Correspondent

WEDNESDAY AFTERNOON, 1:30 O'CLOCK.

Hay and Grain Joint Committee—W. I. Biles, Chairman, Saginaw, Mich.
Unfinished Business.
Election and Installation of Officers.
New Business.
Adjournment.

ENTERTAINMENT. For the Ladies.

Monday Morning—Reception to visiting ladies at train by automobile.
Automobile ride for ladies Monday afternoon. Tour of the city.
Theatre party for the ladies Tuesday night.

For the Men.

Banquet Tuesday night—Address to be delivered by Hon. F. B. Carvell, Ottawa, Canada, Minister of Public Works in the Dominion Cabinet.

For Men and Women.

Monday evening—Theatre party for all delegates and their ladies.
Other features of the program in course of preparation but not as yet decided upon.

SEC'Y SMILEY of the Kansas Grain Dealers Ass'n has asked that all Kansas dealers who expect to attend the convention notify him, and that all endeavor to meet in Kansas City, Sunday morning, Sept. 22, leaving over the Santa Fe at 8 a. m., and reaching Chicago at 9 p. m. Sunday evening. It was the original intention to take a boat for Milwaukee Monday morning, arriving there in the afternoon; but this cannot be done, as there will be no boat until Monday evening at 8 p. m. However, Kansas dealers will find it easy to go from Chicago to Milwaukee by rail Sunday night or Monday morning, and the trip planned will give them a daylight ride thru northern Missouri, southeast Iowa and north central Illinois.

WHEN MILWAUKEE IS IN LINE

SHIP TO AND DRAW ON
**LAMSON BROS.
& CO.**

Chamber of Commerce
MILWAUKEE

WHILE IN TOWN TALK IT
OVER WITH

WM. YOUNG, JR.
LOCAL MANAGER

419 Chamber of Commerce
MILWAUKEE

Grain and Feed

DONAHUE-STRATTON COMPANY

Operating C. M. St. P. Ry. Elevator A
and C. & N. W. Ry. Elevator Rialto—
combined capacity 2,600,000 bushels.

*Our equipment is complete for doing a general
Grain business. We solicit inquiries from Buyers
or Sellers of all kinds of grain.*

MILWAUKEE, WIS.

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

Bartlett Frazier Co.

GRAIN MERCHANTS

Western Union Bldg.
CHICAGO

RECEIVERS,
SHIPPERS and
EXPORTERS

We make a specialty of
handling consignments.
Future orders executed.

Visitors to the Milwaukee
Convention should stop in
Chicago. Our facilities
are at your service.

Milwaukee Hotel Accommodations.

The visitor to any city is interested, first of all, in the accommodations for his physical comfort and well being which he will find upon arrival. There are many hotels in the Milwaukee downtown district, and those who expect to attend have every reason to believe that they will be well taken care of as well as hospitably entertained.

The Hotel Wisconsin will be convention headquarters, and a list of the principal hotels, with rates and location of each, is given below:

Aberdeen, 909 Grand Ave., E., \$1.25 up.
Atlas, 228 Sycamore St., \$1 up.
Blatz, E. Water and Oneida Sts., \$1.50 up.
Carlton, 614 Milwaukee St., \$1.25 up.
Charlotte, 138 Third St., \$1.25 up.
Gilpatrick, 223 Third St., \$1.25 up.
Globe, 221 Wisconsin St., \$1 up.
Juneau, 225 Wisconsin St., \$1 up.
Marquette, 188 Wisconsin St., 75c up.
Martin, 201 Wisconsin St., \$1.25 up.
Maryland, 137 Fourth St., \$1.25 up.
Medford, 119 Third St., \$1.25 up.
Miller, Third St., near Grand Ave., \$1.50 up.
Pfister, Wisconsin and Jefferson Sts., \$1.50 up.
Plankinton, W. Water and Sycamore Sts., \$1.50 up.
Randolph, 134 Third St., \$1.25 up.
Republican, Third and Cedar Sts., \$1.25 up.
St. Charles, City Hall Square, \$1.25 up.
Schlitz, Grand Ave. and Third St., \$1.25 up.
Wisconsin, Third St., near Grand Ave., \$1.50 up.

*MILWAUKEE, a bright spot, where the
"Welcome" sign works overtime.*

HURLBURD, WARREN & CHANDLER

Commission
Merchants

AT YOUR SERVICE
IN

Cash Grain
—Futures

E. V. MALTBY

Manager Cash Grain Dept.

OFFICES:

208 So. La Salle Street
CHICAGO

Wabash 764

Private Wires

POPE & ECKHARDT CO.

COMMISSION MERCHANTS
GRAIN AND SEEDS

CHICAGO

WM. N. ECKHARDT, President
JOHN W. RADFORD, Vice-President
CHARLES E. SCARRITT, Treasurer
EDWIN A. DOERN, Secretary
GORDON HANNAH

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

BRIDGE & LEONARD

Commission Merchants
Board of Trade
CHICAGO

Grain, Seeds
and Provisions

W. M. TIMBERLAKE
Manager Grain Dept.

E. B. TIMBERLAKE
Assistant Manager

Always a welcome to visiting
Grain Dealers. See us on
your way to the Convention.

Chicago Board of Trade.

The point of principal interest to those dealers who stop over in Chicago on their way to the convention at Milwaukee will be the Board of Trade, the famous spot where the world's business of trading in grains centers.

The Board of Trade Building is located at the intersection of Jackson Boulevard and LaSalle Street. More properly it may be said to be situated in La Salle Street as there is an offset in that street at the location of the Board of Trade, so that to one looking south in La Salle Street from any point north of Jackson Boulevard the Board of Trade Building seems to set squarely across the end of the street, its high flag surmounted tower commanding instant attention.

Just south of the Board of Trade is the Postal Telegraph Building, which houses many of the grain firms. The two buildings are in the same block, and they are connected by a covered gallery. Other buildings nearby which are used extensively for the offices of grain dealers are as follows: The Traders Building, Western Union Building, and Webster Building, all just across La Salle Street east from the Board of Trade; The Insurance Exchange, just west of the Board of Trade; the Royal Insurance Building, Counselman Building, Gaff Building, Continental and Commercial National Bank Building, The Rookery, etc., located north from the Board of Trade, and most of them on La Salle Street.

MILWAUKEE, a bright spot, where the "Welcome" sign works overtime.

Carl F. W. PFEIFFER

Grain Merchant

Postal Telegraph Bldg.

CHICAGO

Perfect service
Personal attention
rompt returns

Grain Dealers attending the
National Convention at Mil-
waukee will find it worth
their while to stop off at
Chicago and see us.

OH!

SO MANY GOOD GRAIN MEN, AND

Edward P.

John A.

McKENNA & RODGERS

Chicago Board of Trade

Consignments: Christopher Strasser

Shipping:

Operating, McKenna & Rodgers Elevator "A." Luther S. Dickey, Jr.

IN EVERYTHING—PLEASING

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

THE HOUSE OF THAYER

ESTABLISHED 1892

Receivers and Shippers
Grain and Seeds

A reputation covering 26 years for responsibility and efficiency. Conveniently located "at the trading center" and very much at the service of Grain Dealers attending the National Convention. See us at Milwaukee and at Chicago.

C. H. THAYER & CO.
Rookery Building
CHICAGO

Mitchell Bldg.Milwaukee, Wis.
First Natl. Soo Line Bldg., Minneapolis
Board of Trade.....Kansas City
First Natl. Bank Bldg....Boone, Iowa
J. M. Foglesong.....Sheldon, Ill.

Interesting Things to See.

Assuming that many of the dealers who will stop over in Chicago will be in the city on Sunday, Sept. 22, the following short list of points of interest has been prepared to assist them in spending all or part of the day:

The Art Institute—On Michigan Boulevard, facing Adams St. In this building will be found a collection of works of art and antiquity that is instructive and entertaining and many hours can be passed there profitably.

Public Parks—Of these there are many, ranging in size from small neighborhood playgrounds to parks of several hundred acres. The principal ones are: Douglas Park, Garfield Park, Humboldt Park, Jackson Park, Lincoln Park, Marquette Park, McKinley Park, Sherman Park, Washington Park. Jackson Park occupies a portion of the site of the World's Fair, and in it is located the Field Museum of Natural History. In Lincoln Park there is a zoological garden whose collection of animals is as complete as any in the United States. Garfield Park has many attractions, including the largest conservatory in the country. All of these parks can be reached by means of street cars, and any street railway employee will give instructions as to the proper cars to take.

Municipal Pier—This is one of Chicago's newest and greatest wonders. It is a great recreation center and steamboat landing, extending 3,000 feet into the lake and costing about \$5,000,000. Architecturally it is a thing of beauty and from it can be had an expansive view of the water front and of the city's sky line. It, also, is reached by street cars.

Post Office and Federal Building—This building occupies the block bounded by Jackson Boulevard, Clark Street, Adams Street, and Dearborn Street; the very heart of the business district. Here, at the Adams Street entrance, was the scene of the bomb outrage early in September when 4 persons were killed and considerable property damage done.

MILWAUKEE, a bright spot, where the "Welcome" sign works overtime.

NASH-WRIGHT GRAIN CO.

Buyers and Shippers

Postal Telegraph Building
CHICAGO

Consignments and orders for futures solicited. We specialize on service and shall be pleased to see as many of our friends as can stop off on the way to or from the Milwaukee Convention.

SIMONS. DAY & Co.

We extend an invitation to the delegates of the *Grain Dealers Convention* at *Milwaukee* to make use of the facilities of our office on their way through Chicago.

General Commission Merchants

Grain--Provisions--Stocks--Bonds--Cotton

CHICAGO, ILL.

322 to 330 Postal Telegraph Bldg.

Phone Harrison 344

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

LOGAN and BRYAN

Board of Trade
Chicago

Ground floor offices and ground floor reception to visiting grain dealers. We are easy to reach both going and coming from Milwaukee.

MEMBERS:

New York Stock Exchange
Boston Stock Exchange
Chicago Stock Exchange
New York Cotton Exchange
New York Coffee Exchange
New York Produce Exchange
New Orleans Cotton Exchange
Chicago Board of Trade
Minneapolis Chamber of Commerce
Winnipeg Grain Exchange
St. Louis Merchants Exchange
Salt Lake City Stock Exchange
Los Angeles Stock Exchange
Philadelphia Bourse
Omaha Grain Exchange

Private Wires Ocean to Ocean

Cash Grain Department
Consignments Solicited

Chicago Hotels.

Chicago is a city of numerous hotels, with excellent ones in every district, making it impossible to give a complete list; but for the convenience of those dealers who will stop over in the city on their way to Milwaukee the following list is given:

Atlantic, Clark St. near Jackson Blvd., \$1 up.
Auditorium, 420 So. Michigan Ave., \$2 up.
Blackstone, \$25 down.
Board of Trade, 319 S. La Salle.
Congress and Annex, Michigan Ave. and Congress St., \$2 up.
Fort Dearborn, La Salle and Van Buren Sts., \$1.50 up.
Grace, 75 W. Jackson Blvd.
Grand Pacific, 232 So. Clark St., \$1.50 up.
Great Northern, Jackson Blvd. and Dearborn St., \$1.50 up.
La Salle, La Salle at Madison St., \$2 up.
Majestic, 29 Quincy St., \$1.50 up.
Morrison, Clark and Madison Sts., \$1.50.
Palmer House, State and Monroe, \$1.50 up.
Planters, 19 North Clark St., \$1.50 up.
Sherman, Clark and Randolph Sts., \$2 up.

MILWAUKEE, a bright spot, where the "Welcome" sign works overtime.

Train Service, Chicago to Milwaukee.

C. M. & St. P.

Union Station, Chicago; Canal and Adams streets.			
Leave Chicago		Arrive Milwaukee	
6:40 a. m.	Daily	9:50 a. m.	
8:15 a. m.	Daily	10:25 a. m.	
9:30 a. m.	Daily	11:40 a. m.	
11:30 a. m.	Daily Ex. Sunday	1:40 p. m.	
1:30 p. m.	Daily Ex. Sunday	3:40 p. m.	
3:00 p. m.	Daily	5:10 p. m.	
5:00 p. m.	Daily	7:10 p. m.	
6:30 p. m.	Daily	8:45 p. m.	
8:40 p. m.	Daily	11:10 p. m.	
10:45 p. m.	Daily	12:55 a. m.	

CARHART CODE HARWOOD CO.

*Grain
Commission*

Board of Trade
CHICAGO

Put us on your Convention program. Make our offices your headquarters when in Chicago and consider yourself welcome in advance. We're making new friends every day and we give the kind of service that insures complete satisfaction.

GERSTENBERG & COMPANY

Commission Merchants

305 S. La Salle Street, Chicago

Grain and Seeds

Barley a Specialty

Offering every facility for handling Consignments promptly. Grain Dealers visiting the Chicago market will find us at their service.

WALTERS BROTHERS

75 Board of Trade, CHICAGO

Featuring consignments, grain to arrive, with service at all times up to standard. Dealers attending the Milwaukee Convention will find us ready for quick business in

GRAIN—HAY—SEEDS

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

FREE to INVESTORS

The Wagner Letter

is nationally known for its reliable digests devoted to investors in Securities, Grain, Pork, Lard, Ribs, Cotton and Cotton Oil. Sent *Free*. Keep *Accurately Posted*—
Write Us Today.

E. W. Wagner & Co.
Grain, Provisions, Stocks and Cotton

MEMBERS

New York Stock Exchange
New York Cotton Exchange
Chicago Board of Trade
Chicago Stock Exchange
Minneapolis Cham. of Commerce
St. Louis Merchants' Exchange
New York Produce Exchange
Milwaukee Cham. of Commerce

Continental and Commercial Bank
Building :: CHICAGO, ILLINOIS

Established Thirty-One Years

C. & N. W.

Northwestern Station, Chicago; Madison St., between Canal and Clinton Sts.

Leave Chicago		Arrive Milwaukee
2:05 a. m.	Daily	4:20 a. m.
7:00 a. m.	Daily Ex. Sunday	9:50 a. m.
8:00 a. m.	Daily	10:10 a. m.
9:00 a. m.	Daily	11:10 a. m.
11:00 a. m.	Daily	1:10 p. m.
12:00 noon	Daily Ex. Sunday	2:10 p. m.
2:00 p. m.	Daily Ex. Sunday	4:15 p. m.
3:00 p. m.	Daily	5:10 p. m.
4:00 p. m.	Daily Ex. Sunday	6:15 p. m.
5:00 p. m.	Daily	7:10 p. m.
6:00 p. m.	Daily	8:10 p. m.
6:30 p. m.	Daily	8:45 p. m.
8:00 p. m.	Daily	10:15 p. m.
9:00 p. m.	Daily	11:10 p. m.
10:00 p. m.	Daily	12:10 a. m.

Boat Service Chicago to Milwaukee.

The season for frequent sailings of boats from Chicago for Milwaukee ended Sept. 2, but there will be one boat which may be used by some of the visitors. This will leave Chicago at 7:00 p. m. Monday, arriving at Milwaukee at 6:00 a. m. Tuesday. It is a Goodrich Line steamer and the Chicago docks are at the Foot of Michigan Avenue. The fare is \$1.08, including war tax, but not including berth. The charge for berth is \$1.00.

Electric Line.

In addition to the trains shown above, there is frequent service on electric lines from Chicago to Milwaukee, exact information about which can be obtained at elevated railway stations in Chicago, where trains may be boarded.

Milwaukee has been growing in importance as a seed market until it is now recognized as a leader in that regard, and its large buyers have established for the market an enviable reputation.

MILWAUKEE, a bright spot, where the "Welcome" sign works overtime.

Going or Coming To or From—

be sure to see

Rumsey & Co.

on your way to Milwaukee.

Room 90

Board of Trade

Chicago, Illinois

ROSENBAUM BROTHERS

Buyers and Sellers of Grain and Seeds of All Kinds

Also handle grain on commission and are in a position to give the very best service obtainable in this market.

Members following markets:

Chicago
Milwaukee
Toledo
Omaha
Minneapolis
St. Joseph
Winnipeg
Fort William

The extent of our organization enables us to give thorough and efficient service.

Grain Dealers attending the national convention will find a welcome at our Chicago office when passing through.

E. W. BAILEY & CO.

COMMISSION MERCHANTS

72 Board of Trade CHICAGO

WE shall be pleased to see as many of our friends as can find it convenient to stop off on their way to and from the Milwaukee Convention. We know the trade through and through in regard to its needs and are in a position to serve you to the best possible advantage.

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

GRAIN DEALERS, ATTENTION!

On your way to attend the 22nd annual convention of the Grain Dealers National Ass'n to be held Sept. 23, 24 and 25 at Milwaukee—the bright spot where the "Welcome" sign works overtime—stop over in Chicago, and give the struggling receivers of the Windy City a cheering word.

It will be an agreeable break in your trip and will give you a closer touch with the men whom you may, perhaps, know only thru correspondence. Getting better acquainted is mutually profitable—and both parties to the acquaintance may easily learn something that will make life easier in the trying days to come.

Every dealer should in the interests of his business attend every session of the Milwaukee convention, but failing in this he should get his order in early for a copy of the Convention Number of the Grain Dealers Journal and read of the important matters affecting his business.

WM. SIMONS, President

WARREN T. McCRAY, Vice-Pres.

GEORGE L. STEBBINS, Secretary

S. E. SQUIRES, Treasurer



WE PLACE GRAIN TO ARRIVE
CONSIGNMENTS SOLICITED
FUTURE ORDERS GIVEN PERSONAL
ATTENTION

Representatives

EDGAR E. RICE

W. A. WERNER

EARL M. DAVIS

JOHN M. DeBOLT

Grain Dealers attending the National Convention are
invited to make this office headquarters
when in Chicago.





The Home of the Pine Tree Brand

FIELD SEEDS
TIMOTHY
CLOVERS
ALFALFA

The Albert Dickinson Company

IT WILL GIVE US PLEASURE TO SHOW YOU OUR PLANT WHEN IN CHICAGO

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

W. M. RICHARDSON,
President

W. K. WOOLMAN,
Vice-President

JOHN D. SHIBE,
Secretary and Treasurer

PHILADELPHIA EXPORT COMPANY

Grain

Flour

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EXPORTERS

*We Invite Correspondence from Importers and
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PHILADELPHIA, PA.

W. M. RICHARDSON

RICHARDSON BROTHERS

BROKERS

and

Commission Merchants

Grain

Flour

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The Bourse

PHILADELPHIA, PA.

If you can ship Wheat, Rye or Oats (either Export or Domestic Billing) wire us limits. Basis track Philadelphia.

Milwaukee Receivers & Shippers "at home" Sept. 23, 24, 25

Train schedules from Chicago to Milwaukee may be found in another portion of this paper.

All roads lead to the J. Rosenbaum Grain Company with superior facilities in every important market in the country.

We respectfully solicit your patronage based upon the service which we have to offer. We want your business, and you need good service.

You will find it previous to the Grain Dealers National Convention and thereafter indefinitely at

**417 Postal Telegraph Building
Chicago
and elsewhere**

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

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THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, SEPTEMBER 10, 1918

DID you make August burnless? Then try it on September and the other months.

PLACE NOT too much reliance on the promptness of the telegraph service as users of the public lines everywhere are complaining most bitterly of slow deliveries and poor service.

NOW THAT the president has set \$2.20 as the minimum basis for the 1919 crop of wheat every farmer can plant a large acreage and depend upon getting rich if they obtain a fair yield.

THE COUNTRY elevator man's coming problem will necessitate the provision of modern facilities for receiving grain from heavy auto trucks. Practical suggestions along this line will be most welcome.

SPONTANEOUS COMBUSTION in soft coal bins has made trouble for a number of grain dealers who carry coal as a side line recently. Last month fires in the coal bins of the elevators at Nehawka, Nebr., and Wilson, Kan., were extinguished with slight damage. If coal bins adjoin or are near the elevator they should be watched most vigilantly.

REPORTS from many sections of Minnesota and the Dakotas indicate a marked increase in the yield of spring wheat over recent years, and the test weight is also running high, so Northwestern dealers are happy.

THE NATIONAL Ass'n meeting in Milwaukee, Sept. 23, 24 and 25, promises to attract a larger number of grain dealers than ever. The program contains much of vital interest to every man engaged in the grain business and doubtless all will try to attend.

THE ACTING chief of the Bureau of Farm Management is credited in testifying before the senate agricultural committee with estimating the average cost of producing wheat at \$2.25 a bushel. If farmers are able to acquire all the adjoining eighties when selling wheat at 75c to a dollar, with wheat at \$2.25 a bushel he would soon have so much money he would give the farm away and move to town.

STORING OATS out of doors on the ground in the eyes of the Food Administration is not warranted or permissible even though cars are not obtainable. Many loads were purchased by one elevator at Homer, Illinois, after the elevator was rull and dumped them on the ground with the result that the buyer was ordered to desist. So much effort has been expended in securing the bountiful crops of the year it seems pitiful that anyone should adopt handling methods which are likely to result in waste.

THE VALUE of a future market in which to place protective hedges against purchases and sales of grains was never more clearly understood than at the present time, when past experience in trying to handle wheat without hedging has demonstrated the full effectiveness and fairness of that system. It has been difficult enuf to do business in wheat under the paternal protection of a uniform price level maintained by the Grain Corporation thru its power and the monopoly of the trade which it enjoys, as well as thru the patriotic assistance of the country as a whole; to have done that business without this protection and without future trading in wheat would have been impossible. No better proof of this fact can be found than that it was found desirable, if not actually necessary, to reinstate future trading in corn after having tried to do without it for several months. Grain is delivered from producer to consumer at a lower charge per unit than any other commodity involving a similar number and complexity of handling operations, and this fact has been made possible because of the availability of a hedging market in which to insure against losses due to price fluctuations. The removal of this hedging protection would make necessary higher charges for handling.

WOMEN are taking more and more important places in the grain business, and with the new draft taking more men into the army still more women will be needed to help handle the increasing crops. Women are now being employed on the trading floor of some of the grain exchanges for the first time, and this number contains notice of two women painting an Iowa elevator and another managing a country elevator in Ohio. Success to the ladies, we need their help in marketing the crops.

GRAIN SHIPPERS will be pleased to know that the Railroad Administration has issued an order holding each railroad responsible for the condition of all cars on its rails, so that it is up to the carriers to repair box cars and make them suitable for transporting grain to market even though the car be the property of some other road. Shippers should not place their property in jeopardy by entrusting them to old, worn out cars for transportation. The chance of loss of grain is too great to be taken.

REFUSAL by Mr. Hoover to take any action at this time to curtail shipments of wheat from Kansas, as asked for by Sec'y Mohler of the state board of agriculture, will mean that the grain will move to terminal markets as rapidly as the farmers deliver it and the railroads can transport it. This action by Mr. Hoover may be taken to represent a policy that, for the present at least, is fixed and permanent, with its object the creation of large reserves of wheat in the larger terminal markets. This will make it much easier to direct and control the allotment of wheat to our own mills and to allied and neutral nations, and it will assist in accomplishing the building up of a reserve of good proportions with which to enter the crop year of 1919. But if the war ends with a large quantity of wheat in the Corporation's hands it may mean a neat loss for Uncle Sam to cover.

THE RAPID launching of ocean going vessels from the shipyards of the world combined with the destruction of German submarines must soon meet the world's demand for transportation and release the large stocks of wheat in Australia, Argentine and India. Australian wheat growers have been receiving but little more than 50 per cent of the basis price current in the United States, so it will be but natural that they will press their stocks upon the European market as soon as transportation is available. New South Wales alone is said to have nearly five and a half million tons of wheat stacked up in the open ready for shipment. The declaration of peace and the release of this large quantity of wheat would be very likely to depress European prices to a figure that would close European markets to any surplus wheat United States exporters might have to offer at \$2.39.

MONTANA WILL vote November 5th on the issuance of \$250,000 worth of bonds to build a terminal elevator at Great Falls to be controlled and operated by the state authorities. Unless the state elevator is of fire proof construction and its storage charges are very low no one would be disposed to use its storage facilities except where it would enable them to protect their own business interests. If Great Falls had an active grain market public storage might be in demand but to stop grain on its way to mills and central markets simply to take advantage of a state store house is not likely to be of advantage to shippers or of benefit the state.

WHEN YOU load cars so full that samplers are unable to get into the car without knocking off top boards of grain door and spilling grain all over the yard, you are paying dearly for the privilege of establishing a record as a heavy loader. Ofttimes the samplers are not equipped to replace boards and frequently are not disposed to replace them so the shifting of the car about the yards results in more leakage. As one of our correspondents in this number clearly points out; the sampler loses nothing by the transaction hence is not likely to take time to protect or save the property of the grain shipper. If you want your entire shipment delivered at the terminal elevator or the receiving sink of the buyer, leave room enough at the top for samplers easily to gain access to the grain.

DOES there still remain in the mind of any country grain shipper a doubt as to whether a cleaner in his elevator will prove profitable? If so, perhaps a part of that doubt will be removed by a statement of the fact that at Winnipeg, Canada, a total of 19,000 bus. of screenings were received during the month of August. It would require a long time for a country station to accumulate 19,000 bus. of screenings, or anything near that quantity, but the receipts at Winnipeg were accumulated by grain dealers who realized a profit from their sale, while at the same time the grain from which the screenings were removed commanded a higher price than it would have done before the removal. It has been figured that the freight charges alone on dockage assessed against the receipts of wheat at one Northwestern terminal market in a recent year equalled a sum representing 9% on the total cost of about 2,500 average country elevators. And as the wheat containing this dockage came from much less than 2,500 elevators it naturally follows that the freight paid on dockage in wheat by the average country elevator in that section represents more than 9% on the value of the elevator. And, leaving out of consideration all else except the fact that a good cleaner will remove this dockage, does not that prove that cleaning pays?

CARRIERS are entitled to collect for car service, or demurrage due to delay of the state grain inspectors in determining the grade; but the bill should be presented to the state inspection department, and not to the innocent shipper.

IF THE consolidation of railroad offices of various kinds is a good thing and one making for greater economy, then surely the Railroad Administration will look with favor on the suggestion made by the Traffic Manager, Clarke, of the Omaha Grain Exchange to have a single joint agent for the carriers stationed in the Exchange Building for the purpose of signing Bs/L, receiving reconsigning orders, and acting for the carriers in matters connected with the transportation of grain. It is an improvement in methods that is worthy of adoption at all important terminal grain markets.

North Dakota's Inspection Graft.

The grading of grain in terminal markets by disinterested parties was established sixty years ago to facilitate trading and to protect the interests of the absent seller or buyer. Where buyer and seller meet over the grain tendered trades can be consummated satisfactorily without the intercession of an inspector and without grading. In fact the official grading of grain at country elevators has never been asked by the traders, and no attempt has been made to establish such a useless grading of grain except in the state of North Dakota where the politicians have worked a ten dollar graft upon each grain buyer of the state in defiance of the Federal Grain Standards Act.

North Dakota has no terminal grain market, so the only excuse for the establishment of a grain inspection department is to satisfy the politicians demand for places and revenue. The grain buyers are taxed ten dollars per station and required to report frequently on their grading and business to the so-called Chief Grain Inspector or the Warehouse Commission. Most of the wheat grown in the state is shipped to Minnesota terminals and sold on Federal grades, the shipping of wheat and corn in interstate commerce by numbered grades other than the Federal grades being forbidden by Federal law. The state inspection is superfluous and worthless, yet the politicians by abusing Minnesota terminals and dealers have been able to continue it, and collect the toll. No doubt the dealers of the state could go into court and have the law annulled, because they and indirectly the farmers, are being taxed for grading which can not be used. If the North Dakota state government is conducted in the interest of the people the state inspection farce will be suspended until the establishment of terminal markets within the state make it possible for state inspection of grain to have some value. In the interest of all concerned the grain trade should be promptly relieved of this petty graft.

Cars Leaking in Transit.

Railroad claim agents as a rule are loath to admit that the cars of their line ever leak grain. They consider every claim from the standpoint of non-leak cars. Yet many of our readers, who have kindly taken the trouble to record numbers, initials and dates when they saw cars leaking grain, have contributed the information to our "Leaking in Transit" department in the hope of helping some of their brother dealers to substantiate a just claim for lost grain.

No doubt, more dealers would vigilantly watch passing trains if shippers, helped by these reports, would acknowledge their indebtedness through the Journal. Nothing persuades one to help others more than sincere appreciation of the service rendered, and reports from many shippers in the past prove conclusively that this service is of real value when it comes to substantiating claims for loss of grain.

When you see a car leaking grain report the essential facts to the Journal for free publication. It may assist some unfortunate shipper to collect several hundred dollars properly due him. Are your cars reported in our Leak column?

Shippers to Share in Railroad Control.

From time immemorial the dictators of rates and service on the railroads have been the officials representing the owners who were primarily interested in the net revenue that could be gouged out of the shipping public. So accustomed have the shippers become to this one-sided arrangement that they have been slow to realize the change brot about by government operation, and are not taking advantage of the opportunity to have a voice in determining the rates to be paid and the service to be rendered.

At the Buffalo meeting of the National Industrial Traffic League recently the assistant director of public service and accounting of the United States Railroad Administration justly criticised grain dealers who when invited to meet and adjust their differences firmly resolved to concede nothing. This may have been the correct attitude when the railroad barons had to be resisted at every step, but now that shippers are represented on the various controlling com'ites there should go up from the shipping interest all suggestions that are constructive and helpful.

The old com'ites of the carriers with their star chamber proceedings may retain their personnel, but have lost their powers and can only rubber-stamp the orders of the federal railroad administration. In the words of Assistant Director Walter "No com'ite on which there is not a shipper will have anything whatever to do with determining the measure of a rate or what the rule or regulation shall be."

From the three regional com'ites down to the local com'ites representation has

been provided for the shippers, and there exists a regular channel whereby shippers can make their needs known to the administration. All requests for or protests against rates or regulations should be well supported by facts, the demands, bluster and threats that formerly gained concessions being no longer effective.

The Increasing Cost of Handling Grain.

It is very evident that country elevator operators are becoming better accountants because more and more of them are talking and writing of the increased cost of handling grain through their elevators. Dealers who a few years ago were willing to work upon a 5c margin for handling wheat even tho "unnecessarily large" are now admitting that it costs them 6c a bushel to handle wheat before they can begin to think about a profit.

Wheat on a \$2.20 basis can hardly be handled for less than an 8c margin unless it is dry, clean and of high grade so that the dealer has no chance of losing from dockage for deterioration. Every expense accompanying the operation of a grain elevator should be charged up against the cost of handling the grain which passes through it. Dealers will never have an accurate knowledge of the actual cost of handling grain through their houses until they do keep such a record.

Letters to Farmers.

It has long been the practice of country elevator men to send a letter to all the farmers in the territory about their own town when opening a new elevator, and invariably their effort to induce the farmers to visit their elevator has met with gratifying results. It is but natural that farmers should be interested in all the latest improvements for facilitating the receiving and handling of their grain and the more cordial the invitation the dealer sends to them the more certain are they to visit his plant.

Many dealers have made the opening of a new elevator or the inauguration of some new facilities the excuse for calling the farmer's attention to all the various side lines handled by the elevator to the advantage of the farmer and to the profit of the elevator operator. One of the best letters we have seen in this line for many a day was sent out by the R. V. Seward Grain Co. recently on the occasion of the opening of its new 50,000 bus. elevator at Norborne, Mo. It not only tells the farmer of the many improvements which will work to his advantage, but also takes occasion to tell him of the elevator's side lines, feed, hay and straw, and to assure him that "we are determined to render the best service possible." The name of the local manager is given and not only is each farmer pressed to look over the elevator the

first time he is in town but to try its new dump the first time he brings a load of grain to town.

If more country elevator operators would strive to serve his farmer patrons with trade information the easier it would be for the farmer to feel that he was welcome to make the grain dealers' office his town headquarters. The more earnest the effort of the grain dealer to establish and maintain cordial relations with his farmer patrons the larger will be the number of his satisfied customers who will speak well of him to their neighbors.

Licensing Irresponsible Scoopers.

IT is most difficult for narrow minded individuals, who already have decided that they will not be convinced, to understand why it is that a scooper, or "snow bird" as he is sometimes appropriately styled, can come into a town, stay long enuf to buy one or two cars of grain, and actually pay more for that grain than the regularly established dealers can afford to pay.

Of course these dense individuals prefer not to take cognizance of the following facts: That the regular dealer maintains an open market the year round, whereas the scooper is here today and gone tomorrow, usually staying only during the heavy movement of a crop; that the regular dealer has from a few to many thousands of dollars invested, and the scooper little or nothing; that the regular dealer contributes his portion to the support of the community thru the payment of taxes and contributions, while in most cases the scooper pays no taxes whatever; that the established elevator man performs for his patrons a multitude of services that the scooper cannot render, and would not render if he could.

The scooper was essential in the first year or so of the development of a grain producing section, but that scooper became a regular dealer with permanent facilities just as soon as it was possible for him to do so; and the scooper is not needed in any other place except the new country, because he does nothing to justify his existence, and in the end he charges more for handling the grain he receives than does the regular dealer. He is not a responsible business man and should not be classed as such. The wide awake, far seeing farmer will have nothing to do with him and the farmer who is honest with himself, and who does for some reason patronize the scooper, is usually quite ready to admit that he did not profit by the experiment. The attitude of the Food Administration in licensing, and in some cases even encouraging, the scooper is to be deplored. But this will be cured by time and the facts that will inevitably develop, and the established grain trade does not fear to await those developments.

Silo Builders.

While some grain elevator builders of long experience and established reputation for well constructed houses are complaining of their inability to obtain the usual amount of building contracts, the Silo builders seem to be reaping a harvest of contracts, and some grain dealers are reaping a harvest of regrets. Storage bins for grain must be built quite differently from those constructed for ensilage. Bulk grain stored in large volume exerts a lateral stress that is foreign to the experience of Silo builders. The reinforcing of cement walls with light strap iron may suffice for a farm silo, but it cannot long be depended upon in a grain elevator.

In building concrete storage for bulk grain steel must be depended upon to give the strength needed to withstand the lateral stress of grain, and it is up to the grain dealer to see to it that the builder puts into his walls sufficient steel to give the requisite strength. Some irresponsible contractors have been detected scrimping in the matter of reinforcing the walls and the defect quickly remedied. It is so difficult to inspect a grain elevator after the building is completed and learn if the specifications were complied with that few grain dealers ever attempt to learn if they have received the structure called for by their plans and specifications. Far too few dealers keep an alert inspector on the job during the course of construction, which is the only safe way to buy an elevator on a contract let after days of close figuring by cut-throat competition.

The concrete grain elevator cannot be altered without great expense, hence the plan and arrangement should be well thought out and clearly specified before any work is done, and those who are anxious to guard against the collapse of their plant, probably long after they have paid for it, owe it to themselves to take wise counsel regarding the doubtful points of construction and especially the reinforcing of long walls before they even accept the plans.

The desire of the average country dealer to economize and to obtain a wooden elevator at a very low cost long since resulted in many dealers patronizing barn builders to their sorrow, and it seems that present day dealers, although ambitious for a far better house, than was built ten years ago are suffering from misplaced confidence in the ability of Silo builders. Those desiring well constructed, conveniently arranged, up-to-date grain elevators must of necessity give some investigation to the experience and ability of their favorite contractor as well as to the accepted plans and specifications for the house. In other words, more care must be exercised if grain dealers are to get the modern, fire-proof plants needed to handle their business.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Deposit Business With Farmers?

Grain Dealers Journal: Are mills and elevators allowed to do a deposit business with farmers? Our understanding is that the farmer can not bring his wheat to mill and draw flour against that wheat thru the year.—Miesenhelder Bros., Palestine, Ill.

Ans.: The farmer can store wheat on the farm or under his own control and have it ground at any time during the year. Presumably he could rent a room or bin in a mill or elevator without a sale of the wheat to the owner of the plant, when there would be no violation of the rules of the Food Administration.

The operator of the mill or elevator, however, without the express permission of the Food Administration cannot hold or store wheat for a farmer or for any other purpose, more than 60 days. Hence it would be a violation of the 60-day rule for a miller or grain dealer to give a farmer flour and feed in exchange, more than 60 days after delivery of the grain to the mill or elevator.

As a practical matter, therefore, the deposit business with farmers is impracticable.

Mr. Lingham of the Milling Section of the Cereal Division has interpreted the rules against it; and Mr. Petersen of the Chicago office of the Food Administration, who has milling matters in charge, also declares it cannot be done.

Who Pays for Demurrage Due to Slow State Inspection?

Grain Dealers Journal: We have returns on three cars on which we have been charged car service in Chicago, N. P. 43952, \$5.15; Wabash 75066, \$5.15; and Ft. D., D. M. & S. 7954, \$8.24, which we are at loss to understand, as we did nothing to delay the movement of these cars. Why were we charged car service? Have other shippers been charged similarly? Is there any recourse to recover the foregoing amounts?—Willard Barclay, mgr., Fiatt Farmers Grain Co., Fiatt, Ill.

Ans.: These charges are due to inability of the state grain inspection department to cope with the sudden rush of wheat late in July.

By agreement between the grain receivers and the railroads the free time and demurrage begin to run when the railroad company has posted notice on a bulletin of the car's arrival at the inspection yards each morning. In the usual course the sample is taken the same morning and inspected that day so that the grain commission merchant has ample time to sell the grain and to give disposition. But when the inspection department holds the sample at its down-town office more than one day waiting until its battery of 156 moisture testing machines can handle more than 2,000 cars there necessarily follows some delay, as the commission merchant is unable to dispose of the grain until he gets the grade.

The immediate responsibility for the car service is on the inspection department, but it is indirectly on the railroads operated by the Federal Railroad Administration, who permitted more grain to be shipped to Chicago than the facilities for inspection warranted. The fact that this condition was unprecedented should not authorize the carriers to pass the burden to the shipper.

Claim should be filed against the carrier for refund of these car service charges in

order to have them properly on record, as it is likely the state and federal governments who are responsible for the condition may refund demurrage due to delayed inspection. It is absolutely indefensible that the shipper should be penalized for poor government service.

Recovery for Delay in Transit?

Grain Dealers Journal: On Feb. 13, 1918, I shipped a car of corn from my station to Chicago, and while it should have arrived at Chicago in about 3 or 4 days it was 13 days on the road. The corn was transferred in transit with loss of 127 bus., and when it arrived it had a slight odor, whereas when loaded it was sweet and graded No. 6 white with 22.40% moisture. The odor probably was due to the fact that the car into which the corn was transferred was not clean. If the shipment had arrived on time I should have received \$1.75 per bu. for it. It was sold at \$1.38 per bu., my loss being \$711.12. I have tried to get a settlement from the railroad but have not been able to get any satisfaction. What should I do in regard to this matter?—J. A. Urbain, Buckingham, Ill.

Ans.: The carrier is liable for delay and deterioration in transit, as explained in "Asked-Answered" for Aug. 25, page 288, involving a similar shipment of corn made by the Piqua Grain Co., from Piqua, O., to Cincinnati, O.

Claim should be filed with the railroad company and pressed for payment in the usual way.

Weighing Auto Trucks.

Grain Dealers Journal: We have to equip ourselves for handling the auto trucks coming into use and I am figuring on putting in auto truck scales, but the firm I am dealing with advises that I should install it outside, stating that it will not prove practical to combine dump and scale, as it will eventually injure the latter. I would like to learn thru the columns of the Journal whether the combined dump and scale for auto trucks is a success, as I much prefer to have them together.—F. W. Wallin, Carroll, Neb.

Ans.: This matter has been discussed in the Journal quite extensively during recent months and we are convinced that it is impracticable. A scale to weigh heavily laden auto trucks must be built very strong and substantial in order to sustain the load.

While in Toledo recently we learned of half a dozen wagon scales at points near that town having been crushed by truck drivers thoughtlessly driving on to the platform. In order to build a truck scale strong enough to withstand the continual jolting of dumping the heavily laden trucks the expense would be greater than the cost of a truck scale and a simple arrangement for dumping the box of the truck. If you did build a dump strong enough to sustain a truck you would experience difficulty in preventing oil drippings from bed pan draining into grain receiving sink, and occasionally you might experience difficulty in getting truck back on to the level after you had dumped it—all do not carry their weight at the same point. We know of no responsible party building a heavy dump scale suitable for trucks.

A FOOD crisis is imminent in Germany, if reports in German papers reaching the outside are to be believed. This year's fruit harvest is completely spoiled; it is impossible to obtain a pound of potatoes at any price; the potato harvest is less than two-thirds that of last year; rumors are current that for days to come no flour will be available; and it is impossible to obtain vegetables, said a recent issue of the Munich Post, according to a Zurich despatch printed in London papers.

"TRIBUTE TO A BOY OVER THERE."

So, here's to those boys who've gone "Over There"
To bring back a world that is deep in despair;
They have gone not in vain to a people distressed—
They'll break the bondage that has them oppressed;
They'll make a new world for man everywhere—
A world of new hope and new creed and good cheer.

—From Seele Bros. Grain Co.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Samplers Spill Car's Contents.

The Grain Dealers Journal: I have read with much interest, in Journal for Aug. 25th, "Railroads Wasting Grain." In this connection I would like to state that an employe of the C. & E. I. Ry., while working in the Dolton and Haney Yards, claimed he saw as much as 3 bushels of grain lost from cars by inspectors knocking grain doors off to enable them to get inside to get sample. In no case did he see them make any effort to replace the boards to prevent loss of car's contents.

As I understand it, these are Government employes and possibly we can have no kick coming, but inasmuch as we are asked to load all cars to marked capacity or in fact ten per cent over, which in most cases compels loading near roof, especially when loading oats, there certainly should be some effort made by the inspectors to replace the grain door boards.—Yours truly, C. H. Adamson, Goodland, Ind.

How to Handle Shuck Corn?

Grain Dealers Journal: Will you please advise us what you would consider a reasonable profit for handling corn in the shuck? The most of the farmers in this locality will not shuck and shell their corn, and we have been forced to put in a shuck sheller in connection with our elevator.—Valdosta Mill & Elevator Co., Valdosta, Ga.

Ans.: A reasonable net profit for handling corn in the shuck will not vary materially from the profit which would be reasonable for handling corn in any other form plus the cost of shelling. The practice usually followed in buying shuck corn is to pay for it at the market price per bushel for corn of the particular quality shown by each lot, and to use a weight of 80 lbs. per bushel in figuring the quantity. In case the corn is full of moisture it might be necessary to take more than 80 lbs. per bushel. The idea is to use, in figuring the shuck corn, a weight per bushel which will result in 56 lbs. of clean shelled corn and leave the dealer some compensation for shelling. In other words, 80 lbs. of the shuck corn should give 56 lbs. of shelled corn. In some cases it may be necessary to experiment with some of the corn, weighing out a definite quantity; then shelling it and weighing the shelled corn to determine just what weight of shuck corn will be required to make a bushel (56 lbs.) of shelled corn. The cost of the shelling, as well as the cost of all other handling operations, must be taken into consideration in arriving at the safe margin of profit.

To Control Scoopers.

Grain Dealers Journal: I desire to suggest that in issuing licenses to country grain shippers the Food Administration should protect the dealers from scalpers, or so-called scoop-shovelers, by issuing the license only for their own town, including any branch offices that may be conducted as permanent places of business.

We have been bombarded from all sides by scoopers who have no permanent place of business, but who run around the country buying wheat grain they can get in car lots at a somewhat higher price than the regular dealer can afford to pay while maintaining an open market the year round. This is very unfair to the man who has his money invested in a plant for handling grain. Yet they have a license that is good any place in the United States. This should be changed. —A Subscriber.

Editor's Note: Mr. Howard B. Jackson, 2nd vice-pres. of the Food Administration Grain Corporation, advises that a licensee is not confined to the location named in the license in doing business, provided he notifies the Food Administration of his intention and desire to operate at another point; but that he must give this notice and ask for an extension of his license to cover the new location or locations.

Fertilizer Troubles of the Dealer.

Grain Dealers Journal: Among the many propositions which confront the grain dealer from time to time is that of handling fertilizer. In this section it is absolutely necessary to use it for wheat, but the manufacturers and their traveling men beat the snow-bird and the side door scooper to a frazzle.

They load most of the elevators up with high priced fertilizer in supplying them with a few of the cheaper grades which the ground needs; while the farmers themselves get all they want, and the kind they want, from the "good" agents. Meanwhile the dealer has his money invested, carrying a large stock in his warehouse in order that those who failed to get enuf when the car went thru may be supplied. The dealer, also, is confronted with the problem of taking care of the fertilizer, which rots the sacks when it is kept for some time; and it will be no joke handling it in 200-lb. bags during the present shortage of labor.

It would seem that the manufacturers should be required to put the stuff into barrels, as salt and lime are handled.

Those concerns who sell direct to the farmer while the dealer is left with a stock on his hands should be treated the same as other outlaw concerns. This matter should be thrashed out in conventions.—One Who Will Kick it Out.

Suits were started recently by the Gifford Elvtr. Co., the Ludlow Elvtr. Co. and Farmers Elvtr. Co. of Farmridge against L. E. Slick & Co., of Bloomington, Ill., alleging that amounts ranging from \$1,000 to \$1,500 are due on transactions involving sales of grain.

Coming Conventions.

Sept. 19, 20.—Michigan Bean Jobbers Ass'n at Saginaw, Mich.

Sept. 23, 24, 25.—Grain Dealers National Ass'n at Milwaukee, Wis.

Dec. 10, 12.—South Dakota Farmers Grain Dealers Ass'n at Sioux Falls, S. D.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. P. 33871, loaded with oats, was set out at Badger, Ia., Sept. 7, for repairs. One end completely demolished. Hole in the floor 12 in. wide and 4 feet long.—T. A. Pfund, mgr., Farmers Elvtr. Co.

C. R. I. & P. 62978, loaded with white corn, passed thru Lake View, Ia., Sept. 7, leaking very badly at door post.—C. P. Armstrong, mgr., Lake View Grain Co.

I. C. 23832, northbound on I. C. R. R. at Emden, Ill., Sept. 7, was leaking yellow corn thru floor boards.—E. C. Hamilton.

C. M. & St. P. 86204 passed thru Mead, Neb., Sept. 6, leaking yellow corn at door post. I called the attention of the trainmen to it and they stopped to repair the defect.—J. L. Eskildsen, mgr., Farmers Co-operative Co.

N. Y. C. 238059 was leaking wheat at both posts of one door and at side half way between door and end in the Proviso, Ill., yards of the C. & N-W. Ry. Sept. 5. Shipped by Urdike Grain Co.—X.

C., B. & Q. 131933 in Proviso, Ill., yards of C. & N. W. Ry. Sept. 5 had been leaking wheat at lower edge of end door. Trainmen had tried to stop leak by stuffing in burlap and newspapers.—X.

T., H. & B. 3088 stood in Proviso, Ill., yards of the C. & N. W. Ry. loaded with wheat Sept. 5 with the outside door missing, and of course, without seal.—X.

C., B. & Q. 112130 had been leaking wheat thru a vertical crack in end. On inspection track at Proviso, Ill., Sept. 5. Shipped by Urdike Grain Co.—X.

A. T. & S. F. 34800 loaded with wheat in Proviso, Ill., yards of C. & N. W. Sept. 5 had a small leak at door post.—X.

C., B. & Q. 112660 on inspection track of C. & N. W. Ry. at Proviso, Ill., Sept. 5, showed small leak of wheat thru end crack.—X.

N. P. 27489 reported by our agent at De Villo, N. D., as leaking wheat at drawbar when it passed thru his station Sept. 2.—Cargill Elvtr. Co., O. Mortensen, traffic mgr., Minneapolis, Minn.

N. Y. C. 255388 reported by our agent at De Villo, N. D., as leaking wheat at drawbar, when it passed thru his station Sept. 2.—Cargill Elvtr. Co., O. Mortenson, traffic mgr., Minneapolis, Minn.

C. & S. 5264 was set out at Cortland, Ill., Aug. 31 on account of leak at drawbar which was pulled out. Track covered with corn.—O. L. Colton.

G. N. 205406 was set out at Cortland, Ill., Aug. 31, the side pulled away from top, and leaking.—O. L. Colton.

A. T. & S. F. 22628 was set out at Belle Center, O., Aug. 31, for repairs. Leaking oats badly at floor.—Belle Center Hay & Grain Co.

Pennsylvania 783421 loaded with rye was found in C., B. & Q. Hawthorne yards at Chicago Aug. 30 with leak at corner post closed with burlap by trainmen.—X.

R. I. & G. 350389 on repair track in C., B. & Q. yards at Chicago Aug. 30, loaded with wheat, end post burst out and loose end sheathing.—X.

D. & H. Co. 19185 on inspection track in C., B. & Q. yards at Chicago Aug. 30 with end sheathing burst out and leaking oats. Consigned to Simons, Day & Co.—X.

C. & N-W. 106336 had leaked along track with about 12 bushels oats in one pile under car on inspection track in C., B. & Q. yards at Chicago Aug. 30.—X.

S. F., P. & P. 989 leaking white oats at end door in C., B. & Q. yards at Chicago Aug. 30. Had leaked while in motion.—X.

N. Y. C. 238032 had sheathing sprung out at side in C., B. & Q. yards at Chicago Aug. 30. Loaded with oats.—X.

C., B. & Q. 107545 loaded with grain in C., B. & Q. yards at Chicago Aug. 30 had end sheathing burst out.—X.

M. P. 37631 passed thru Vermilion, Ill., about Aug. 20 leaking corn badly at side door.—Rudy-Huston Grain Co., Paris, Ill.

T. & N. O. 35030, east bound on Union Pacific at Deer Trail, Colo., Aug. 26, leaking badly at grain door.—B. L. Slack.

St. L. & S. F. 28207, loaded with white corn, had drawbar and end of car pulled out at Wing, Ill., Aug. 29. Load transferred to C. G. W. 19992. On Wabash R. R. Car moved about the tracks leaking badly before transferred.—E. T. Holloway.

C. C. C. & St. L. 5967 passed thru Westport, Minn., Aug. 29, leaking wheat at one end near corner.—O. E. Kruger, agt. Monarch Elvtr. Co.

Erie 100249, wrecked at Elmhurst, Ill., Aug. 17, lost from 200 bus. to 1/2 of the load of wheat, and when reloaded into another car was billed to the account of the claim agent.

Twenty-Two Cars of wheat were wrecked Aug. 14 on the St. L., I. M. & S. R. R. near Van Buren, Ark.

I. C. 48084 passed thru Rockwell City, Ia., Aug. 20, leaking oats at side of car at loose sheathing. No time to repair. Crew knew it.—C. W. Kellogg, mgr., Rockwell City Elvtr. Co.

S. P. 87688 on K. C. S. Ry. passed thru here, about Aug. 20, going south loaded with wheat and was leaking very badly.—Sterling Stewart, Drexel, Mo.

I. C. 45909 passed thru Rock Creek, Kan., on A. T. & S. F. leaking wheat at both ends and one side on Aug. 19.—H. D. Harding.

Grand Trunk 23741, standing at Newkirk, Okla., Aug. 17, leaking. Pennsylvania 12703 also leaking. It is a shame to waste this wheat which we need to feed the soldiers in France. It looks like the A. T. & S. F. is patriotic. They furnish sorrow cars to load wheat in to ship.—O. T. Jones, Guthrie Mill & Elvtr. Co.

C. G. W. 14732, east bound thru Esmond, Ill., Aug. 16, leaking wheat badly along side near end. Notified train crew, and tried to repair leak in car. Sides bulged too much. Car set out by train crew, and later repaired by section men. Did not see car after it was repaired, so cannot say if work was properly done.—Farmers Grain Co. of Esmond, M. C. Simpson, mgr.

Mo. Pac. 35502 passed thru Paris, Ill., Aug. 14, south bound on Cairo division of Big Four Ry. leaking white oats badly at door on east side of car. Called to train crew and told them. Do not know if leak was fixed.—E. P. Huston, mgr., Rudy-Huston Grain Co.

M. K. & T. 65874 passed thru Wagoner, Okla., Aug. 10, on southbound M. K. & T. Ry., leaking white shelled corn at drawbar.—F. B. Gilbert Grain Co.

L. E. & W. 11182 was leaking wheat at corner while passing thru Utica, S. D., on way freight, Aug. 9, going east. Train was leaving town when noticed so had no chance to fix it. Car probably originated between Yankton and Mitchell, on S. C. & D. division of C., M. & St. P. as the way freight seldom carries thru cars.—Snedecor Elvtr. Co.

P. & R. 3739 has been set out at this station for transfer to another car. The side of this car had burst out from door to end of car. It is loaded with white corn and has surely lost a large percentage of corn.—Jas. F. Handley, agt., Paul Kuhn & Co., Isabel, Ill.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ARKANSAS.

Chicago, Ill., Sept. 4.—Heavy to moderate rains during past 2 weeks benefitted corn, especially on the highlands. Rain did not benefit early corn, which had matured. Some rice about ready to harvest.—S. H. Johnson, F. T. M., Rock Island Lines.

CANADA.

Winnipeg, Man., Sept. 6.—The crop estimate for Manitoba, Saskatchewan and Alberta is as follows: wheat, 163,025,000 bus.; oats, 214,625,500 bus.; barley, 37,154,500 bus.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

ILLINOIS.

Thawville, Ill., Aug. 24.—Good crop of oats, and corn crop looks promising.—Thawville Farmers Elvtr. Co., G. W. Horrie, mgr.

Osbornville sta. (Blue Mound p. o.), Ill., Sept. 5.—An unusually large acreage of wheat will be sown this fall if weather permits. Barring an early frost, the corn crop will be slightly below the average.—Otto F. Young, mgr. Mt. Auburn & Osbornville Grain Co.

Wyoming, Ill., Sept. 7.—Corn crop maturing nicely, and if frost stays off for 3 weeks more for the late corn we will have solid corn. Early corn out of frost danger now. Some oats to be threshed, being delayed on account of rain.—D. M. Stauffer, mgr., Wyoming Grain Co.

Esmond, Ill., Sept. 4.—Wheat is about all threshed. Yield from 35 to 52 bus. per acre. Two weeks oats threshing remains. Oats crop splendid, making from 75 to 100 bus. per acre. A large crop of barley made. Corn promises a good crop, maturing rapidly considering the wet weather we have had. Two weeks of good weather will see 95% of the corn crop out of danger from frost.—M. C. Simpson, mgr. Farmers Grain Co.

Springfield, Ill., Sept. 4.—There were good showers during the week and corn shows much improvement, but in the areas that were drouthy there will be only a partial crop. Wind and hail caused considerable damage to corn during the week in Champaign, Piatt and Vermilion Counties. The average date on which the bulk of the corn crop will be beyond danger of damage by frost are: North, Sept. 16; central, Sept. 24; south, Oct. 4. The ground is being prepared for an increased acreage of winter wheat.—Clarence J. Root, meteorologist, U. S. Weather Bureau.

INDIANA.

Coatesville, Ind., Sept. 2.—A good acreage of winter wheat will be sown this fall.—F. A. Rouse.

Frankfort, Ind., Sept. 7.—An average wheat crop is being sown. Corn crop fair, maturing late.—Reagan Grain Co., Edna Roth.

Evansville, Ind., Sept. 3.—Recent rains in southern Indiana have greatly benefited the late corn crops. Some of the fields of early corn, however, were so badly damaged by the severe drouth that the rains will do it no good. It is estimated that the drouth will cut the yield of corn in this section at least 25%.—C.

IOWA.

Cooper, Ia., Aug. 23.—Crops in this section are good.—R. C. Keene, agt. Armour Grain Co.

Watkins, Ia., Aug. 27.—Oats made 50 to 60 bus. per acre here; wheat from 20 to 25 bus. per acre.—C. H. Fischer, agt., Quaker Oats Co.

Mallard, Ia., Aug. 29.—Crops are good.—Steil Hahn Co.

Des Moines, Ia., Sept. 3.—Corn is advancing rapidly to maturity. More than half of the crop is already safe from frost in the northwest counties. By Sept. 20, 83% of the crop will be safe in the northwest and 62% in the east central districts, averaging 75% for the state. By Sept. 30, 95% will be safe in the northwest and 80% in the east central, with 88% for the state. By Oct. 10, which is about the average date of the first killing frost, 95% will be safe. Though the east central counties are the latest, they are not far from normal. Heavy rains occurred in the southeast and portions of the east central and south central districts; also in Hardin county. Over most of the western and northern districts the rain was very light or nil. A large acreage of winter grain is assured in the region of heavy rain, where the soil is working up in excellent condition.—Charles D. Reed, director, U. S. Weather Bureau.

KANSAS.

Lebanon, Kan., Aug. 29.—Our corn crop is being cut each day by dry weather.—Lebanon Mill & Elvtr. Co., C. M. Isom, sec'y.

Larned, Kan., Sept. 4.—Crops were poor this year. Had 3 inches of rain the past 24 hours, and this will put the soil in good condition for seeding.—T. H. Urton, agt., Rea-Patterson Mfg. Co.

Baldwin, Kan., Aug. 28.—Our Mr. Martin Hicks writes that all of this territory is burnt up so far as corn is concerned, except on the bottoms and low lands. The creeks and rivers have gone dry and also the wells. The railroads are hauling water to the towns for their use and for the people. Farmers are selling their stock in many cases, and that which they have left has been turned into the corn fields. Upland pastures are eaten down to the ground and what little grass is left is brown.—W. S. Nicholson Grain Co., Kansas City, Mo.

LOUISIANA.

Chicago, Ill., Sept. 4.—Rains in the past 10 days came too late to benefit early corn, but will help late corn. In the rice sections daily rains are doing little if any harm, but are delaying harvesting and if they continue will damage crops.—S. H. Johnson, F. T. M., Rock Island Lines.

MICHIGAN.

Charlotte, Mich., Aug. 27.—Wheat is yielding from 12 to 28 bus. per acre, and oats about 50 bus. Corn crop is poor.—Geo. T. Seabrook.

Tekonsha, Mich., Sept. 2.—Corn in Calhoun County is in good condition and maturing nicely. One-half of it is denting. Give us 10 days more favorable weather and we will have a good average crop. Wheat, rye, oats and barley fine quality; threshing about finished. Prospects excellent for a big crop of buckwheat.—Abrams Grain, Feed & Seed Co.

Lansing, Mich., Sept. 5.—The average estimated yield of wheat is 13.60 bus. per acre, the quality being 91% of the average. Estimated yield of oats is 38.85 bus., quality 100% of the average. Rye yield is 15.47 bus. Condition of corn is 71% of an average in the state, compared with condition of 69% one year ago.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Belle Plaine, Minn., Sept. 8.—Crop conditions were never better. We have one of the biggest crops of corn and all is satisfactory.—F. H. Mensing, mgr., Belle Plaine Farmers Co-operative Elvtr. Co.

Minneapolis, Minn., Sept. 4.—Threshing has continued the past two weeks under favorable conditions, with the exception of a day or two when rains fell quite generally throughout the northwest. The grain now being received at the terminals is in much better condition than that threshed during the wet weather, but there will probably be a considerable amount of

bleached wheat this year. There is also more smut in the wheat than usual, and this has had some effect upon the price. In Minnesota and South Dakota there have been exceptionally heavy yields of barley and oats, and this territory can supply western North Dakota and Montana where the feed crops have been a failure. Undoubtedly the run of barley and oats this season will be considerably stack-stained, due to the heavy rains after harvesting. There have been no disturbing elements in the corn situation, and a large crop of high quality is assured.—The Van Dusen Harrington Co.

MONTANA.

Barber, Mont., Aug. 29.—Crop yields are very good, wheat, which is the principal crop in Montana, running from 8 bus. to 33 bus. per acre, altho I believe the average will be around 20 to 22 bus. Everything is off grade, smut prevailing; nearly every lot of wheat is different in character, so that one cannot put all No. 2, or any other grade, together. Help is very scarce, nearly every one being short-handed.—W. A. Clark.

Ronan, Mont., Sept. 1.—The drouth was broken in the Lower Flathead Valley during the forepart of August. All of the winter wheat and considerable spring wheat was already harvested. Some late spring wheat was materially benefitted. Winter wheat threshing out from 8 to 30 bus. per acre, averaging 12 bus., or 40% of a normal crop. Little spring wheat threshed but yields indicate an average of 6 to 10 bus. per acre, or 30% of normal crop. It is anticipated 800,000 bus. of wheat will be threshed.—W. T. Giese, mgr. grain dep't, Stanley Searce.

NEW MEXICO.

Chicago, Ill., Sept. 4.—Crops in eastern section of New Mexico were practically a failure. There have been a few local showers.—S. H. Johnson, F. T. M., Rock Island Lines.

NEBRASKA.

Lawrence, Neb., Aug. 23.—Corn condition is poor, and there will be little above that required for feed.—Theo. Schultz.

Hastings, Neb., Aug. 23.—There was no oats crop, and will be little or no corn. Wheat averaged about 7 bus. per acre.—F. W. Elder.

Hastings, Neb., Aug. 23.—Corn a total failure. Wheat made from 3 to 10 bus. per acre.—A. E. Hockman, mgr., Farmers Grain & Supply Co.

Roseland, Neb., Aug. 25.—Wheat is averaging about 10-12 bus. per acre; oats a failure; and corn promising about 25% of a crop.—T. W. Jones.

NORTH DAKOTA.

New Rockford, N. D., Sept. 2.—We have bumper crops this year. F. H. Dunham, mgr. Munster Equity Elvtr. Co.

OHIO.

Lima, O., Aug. 28.—The corn crop in northwestern Ohio, Allen, Van Wert, Putman, Paulding and Auglaize Counties, is maturing very rapidly and will be out of the way of frost by Sept. 1. Many fields are now being cut and put into shocks. We have the best crop in many years, and it will be thoroughly matured and ready to move fully 30 to 40 days ahead of any year in the past 20. We have harvested and threshed the biggest oats crop, the greatest wheat crop, and made the largest and best hay crop that I have experienced since I entered the grain business 19 years ago. The quality of the corn is so good that it will be a pleasure rather than a task to handle the 1918 crop. The farmer has his summer work practically all done. Fall plowing is well under way and a large acreage of wheat and rye will be sown this fall early in the season.—H. G. Pollock.

OKLAHOMA.

Woodward, Okla., Sept. 3.—No wheat was produced in our territory this year.—W. M. Enlow.

Eagle City, Okla., Aug. 28.—There will be very little corn and kafir here, as it has been too dry and hot.—W. Luneet, agt. Guthrie Mill & Elvtr. Co.

Newkirk, Okla., Sept. 5.—We have plenty of rain and kafir is coming out. Some already made. Soil too wet to plow or seed to wheat.—A. T. Jones.

Marshall, Okla., Aug. 26.—Wheat in northern Oklahoma was harvested in excellent condition, threshed dry. Average yield about 15 bus. per acre, oats 30 bus. Corn is practically a failure. Cane and fodder crops almost failure.—Pearson & Hayton.

Nowata, Okla., Sept. 2.—The drouth is now broken and farmers can get fall plowing for wheat done. On account of failure of corn crop a large acreage of wheat will be sown. Large acreage of oats sown in the spring; and land will be sown principally to wheat and oats this coming year.—Lanning Seed Co., Cass Lanning.

Oklahoma City, Okla., Sept. 1.—The condition of corn is 19%. Condition last month was 39%, and on same date one year ago condition was 43%. In the western and southwestern parts of the state the crop is almost an entire failure, while in all other sections the crop has been damaged considerably more than 50%. This year is by far the poorest season for corn that Oklahoma has experienced since 1911, when the average yield per acre for the state was 6.5 bus. An estimate on the average yield per acre for this year has not yet been made, but prospects do not promise as good a yield as that of 1911. Average yield of wheat for the state was 11.15 bus. per acre for the total area sown in the fall of 1917. Total production estimated, final, at 31,360,000 bus., compared with 29,756,000 bus. in 1917. Average yield of oats was 26 bus., total production being 27,040,000 bus., compared with 25,854,000 bus. in 1917. Condition of the soil as regards moisture is 22%.—Frank M. Gault, pres., state board of agriculture.

SOUTH DAKOTA.

Summit, S. D., Aug. 21.—We have a bumper crop of all kinds of grain.—Froke & Dingsor.

Iroquois, S. D., Aug. 24.—All grains are yielding better than was expected.—M. Theophilus, mgr. Theophilus Bros.

Fairview, S. D., Sept. 9.—Our prospects for corn are the best ever seen. Most of it is out of the way of frost.—Farmers Co-operative Grain Co.

Raymond, S. D., Sept. 3.—Grain is in good condition, wheat yielding from 20 to 45 bus. per acre and barley from 20 to 68 bus. per acre.—Co-operative Elvtr. Co.

There have been exceptionally heavy yields of barley and oats in this state and in Minnesota, and this territory can supply western North Dakota and Montana where the feed crops have been a failure.—The Van Dusen Harrington Co., Minneapolis, Sept. 4.

TENNESSEE.

Union City, Tenn., Sept. 6.—The corn crop of western Tennessee, parts of western Kentucky and southeast Missouri is damaged fully 60%. The long drouth makes its necessary for us to ship in hay.—B. C. Bramham.

TEXAS.

Muleshoe, Tex., Sept. 7.—Have no wheat in this section.—Houston-Hart Lbr. Co.

Munday, Tex., Sept. 7.—Grain crop was an entire failure, not a grain of wheat or oats; and little feed, except a small amount of maize and a little fodder.—Farmers Union Mill & Elvtr. Co.

Chicago, Ill., Sept. 4.—Heavy rains fell during the past 2 weeks in the Panhandle of Texas, and greatly improved kafir, milo and feterita, which crops are now practically assured. Rice crop in the southern section is well advanced, and in a satisfactory condition.—S. H. Johnson, F. T. M., Rock Island Lines.

Fort Worth, Tex., Sept. 1.—According to information compiled by the Fort Worth Chamber of Commerce from reports of

County Food Administrators, bankers, and U. S. Demonstration Agents in 139 Texas counties the wheat acreage in Texas will be increased 25% this fall. Many counties not considered heretofore in the wheat producing belt are planning to grow their own requirements next year and it is estimated that the state will plant an acreage sufficient to grow next year's consumption. Acreage increases ranging from 10% to 300% are expected in many parts of the state, while in a few localities a lack of moisture and shortage of seed will prevent the planting of an increased acreage. Tarrant county is said to be planning to divert 15,000 acres of cotton land to wheat this fall.—Fort Worth Chamber of Commerce.

WASHINGTON.

Toppenish, Wash., Sept. 1.—Wheat is of good quality and harvest is on in earnest. This valley will produce about 120,000 bus.—Toppenish Co-operative Elvtr. Co., H. C. Ham, mgr.

Heavy Loss in Corn Condition.

In his report on crop conditions, issued Sept. 4, P. S. Goodman, of Clement, Curtis & Co., states that the high temperatures of the first 2 weeks of August destroyed half the corn in Missouri, the lower half of Nebraska, and four-fifths of the Kansas crop; and that the continuation of the drouth southward further reduced a poor prospect. The losses in Tennessee, Kentucky and the lower half of Illinois and Indiana were large. The damaged area extended over two-thirds of the country. The prospect is for a crop of 2,630,000,000 bus., having been cut from 2,900,000,000 a month ago, and making the poorest outlook at this season of the year since 1913.

Recent excellent rains were too late to be of benefit to much of the acreage, but will be helpful in sections, so that the probability is strong that the worst of the damage has been passed.

Condition of oats improved in the month, the prospect being for a crop of 1,460,000,000 bus. on the condition of 83.3; while it is said that the final report is likely to run higher. The quality is excellent.

Spring wheat yields exceed expectations, the average harvest condition being 81.5, and the crop indication 335,000,000 bus., making a total wheat yield of 900,000,000 bus., or 250,000,000 in excess of last year.

Canadian prairie provinces show a slight loss in the month, but the harvest is early and the crop out of danger, the outlook for wheat being 180,000,000 and for oats, 200,000,000 bus.

ELEVATORS have recently been built at Bainbridge, Donaldsonville and Cairo, Georgia, and within the past 2 years 20 elevators have been completed in southwest Georgia, northern Florida and southeast Alabama. This indicates the progress of agricultural development, and at the same time the presence of the elevators is said to have increased noticeably the production of grains for which they provide a cash market.

THERE has been practically no relief to the blockade at the Eastern Lake and Atlantic Ports this week, which has caused further congestion in this market and hurt our cash market. Car lots of wheat have sold mostly at the basic prices, although today premiums of ½c were paid for the No. 1 and ½c to 1c for the No. 2 and No. 3 Northern. Receipts of low grades are increasing, particularly of spring wheat, much of which is arriving damp and out of condition. Owing to the crowded condition of our elevators, this poor wheat is very hard to sell and the discounts on some have increased materially, and the same is true of all smutty wheat. We advise caution in buying damp or smutty wheat. We cannot see much hope of any improvement in our market until the present congestion is relieved.—W. H. Perrine & Co., Chicago, Sept. 6.

Government Crop Report.

Washington, D. C., Sept. 9.—The Crop Reporting Board of the Bureau of Crop Estimates makes the following estimates on the condition and probable yield of the following crops:

SPRING WHEAT.

Forecast 1918.*

State.	1918.	Condition Sept. 1, From		
		10-yr. av.	Sept. 1, condition.	Final 1917.*
Minn.	98	77	72,417	56,225
N. D.	77	67	94,589	56,000
S. D.	105	71	69,501	50,344
Wash.	52	79	21,206	18,360
U. S.	82.1	73.4	342,855	232,758

CORN.

Pa.	78	82	61,327	62,212
Va.	88	82	69,509	72,275
N. C.	86	83	59,340	60,000
Ga.	86	86	69,080	72,000
Ohio	72	81	129,675	150,100
Ind.	77	81	191,892	203,436
Ill.	74	77	340,252	418,000
Mich.	68	76	49,980	67,625
Wis.	87	79	66,739	42,196
Minn.	99	81	109,593	90,000
Ia.	83	79	402,147	410,700
Mo.	46	69	128,087	252,000
S. D.	100	81	109,779	97,150
Neb.	56	69	149,023	249,480
Kan.	23	53	53,700	128,184
Ky.	68	81	89,638	122,850
Tenn.	69	83	78,792	111,150
Ala.	74	82	69,264	77,200
Miss.	66	81	62,238	84,050
La.	56	82	34,496	42,246
Tex.	43	66	86,704	77,825
Okla.	23	52	24,488	33,150
Ark.	46	77	35,124	67,200
U. S.	67.4	74.8	2,671,840	3,159,494

OATS.

N. Y.	105	84	53,426	44,625
Pa.	99	86	44,322	41,125
Ohio	98	82	79,843	78,100
Ind.	97	79	75,285	76,440
Ill.	93	82	196,170	244,400
Mich.	96	84	62,871	56,575
Wis.	99	85	99,614	99,000
Minn.	95	80	129,393	120,250
Ia.	93	87	204,631	246,750
Mo.	82	76	43,083	59,200
N. D.	73	71	66,331	38,625
S. D.	98	75	72,395	65,450
Neb.	53	76	56,763	115,444
Kan.	60	72	50,873	70,804
Tex.	35	70	22,197	37,050
Okla.	70	63	32,320	26,450
Mont.	56	84	19,040	13,600
U. S.	84.0	80.3	1,477,348	1,587,286

BARLEY.

Wis.	97	85	23,350	19,200
Minn.	97	79	43,358	37,800
Ia.	91	86	10,581	10,500
N. D.	79	68	37,538	22,812
S. D.	95	75	31,444	26,520
Kan.	45	58	9,558	7,500
Colo.	80	87	5,632	5,544
Ida.	70	90	5,418	5,510
Wash.	43	86	3,236	4,930
Ore.	65	86	4,614	5,278
Cal.	77	85	33,791	39,150
U. S.	81.5	78.7	235,835	208,975

FLAX SEED.

Minn.	92	79	2,508	1,980
N. D.	80	72	8,328	3,764
S. D.	95	77	1,410	980
Mont.	48	77	3,218	1,266
U. S.	72.6	74.5	15,905	8,473

*In thousands—i. e., 000 omitted.

THE LIVERPOOL GRAIN STORAGE CO., Liverpool, Eng., is defendant in a suit for \$20,000 damages for negligently allowing wheat to go out of condition. The defense is that when received the wheat contained too much moisture.

TO SAVE postage many business firms are discontinuing the practice of acknowledging receipt of orders and remittances to customers except when they are requested. Some firms are using printed cards, enclosed in an unsealed envelope, which can be mailed for 1c. It is necessary that the matter on the card be entirely printed and so worded that no additional writing is necessary. Inexpensive envelopes are used, and tho the saving on each is not great the amount is considerable in the course of a long period of time.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Saunemin, Ill., Sept. 6.—Have large amount of old corn still to market from this section.—Saunemin Elvtr. Co.

Esmond, Ill., Sept. 4.—Ninety per cent of barley remains in farmers hands.—M. C. Simpson, mgr. Farmers Grain Co.

Osbornville sta. (Blue Mound p. o.), Ill., Sept. 5.—Old corn is moving as freely as the car supply will permit. About 25% of 1917 crop yet in farmers hands.—Otto F. Young, mgr., Mt. Auburn & Osbornville Grain Co.

INDIANA.

Frankfort, Ind., Sept. 7.—Cars scarce and hard to get enuf to make prompt shipments. Little corn left and it is being fed. Farmers holding oats. Not much movement of grain.—Reagan Grain Co., Edna Roth.

IOWA.

Watkins, Ia., Aug. 27.—Threshing is nearly completed around here.—C. H. Fischer, agt., Quaker Oats Co.

KANSAS.

Topeka, Kan., Sept. 6.—J. C. Mohler, sec'y of the state board of agriculture, has asked Food Administrator Hoover to keep all wheat in elevators and in farmers hands in the state for the use of Kansas mills and as a protection to stock raisers. A special report shows 34.4% of the 1918 crop in farmers hands, compared with 60% two years ago. Seed requirements are said to be 10,000,000 bus. Elevators are estimated to have 18,000,000 bus. on hand.

MICHIGAN.

Lansing, Mich., Sept. 5.—Grain threshed in the state up to and including Aug. 17 was: winter wheat, 3,675,401 bus.; spring wheat, 115,478 bus.; rye, 2,239,678 bus.; oats, 14,602,389 bus.; speltz, 54,169 bus.; and barley, 3,060,684 bus. Wheat marketed at 71 mills, and 40 elevators during August was 285,610 bus., the estimated total marketed in the month being 800,000 bus.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Minneapolis, Minn.—Wheat has started to move from Minnesota, South Dakota and Eastern North Dakota, and shipments may soon be expected from Montana.—The Van Dusen Harrington Co.

NEBRASKA.

Lawrence, Neb., Aug. 23.—Shock threshing of wheat is completed.—Theo. Schultz.

Hastings, Neb., Aug. 23.—Seventy per cent of wheat has been moved from farms.—F. W. Elder.

Hastings, Neb., Aug. 23.—Few oats were threshed.—A. E. Hockman, mgr., Farmers Grain & Supply Co.

OHIO.

Lima, O., Aug. 28.—I believe that new ear corn will be in the retail market by Sept. 20, fully 30 to 40 days ahead of the usual season. A good volume of hay will be moved in the next 3 weeks.—H. G. Pollock.

OKLAHOMA.

Marshall, Okla., Aug. 26.—About 70% of the wheat has been marketed.—Pearson & Hayton.

Eagle City, Okla., Aug. 28.—Practically all of the wheat is out of farmers hands.—W. Luneet, agt. Guthrie Mill & Elvtr. Co.

TEXAS.

Galveston, Tex.—Exports thru this port in July were 63,365 bus. of corn, compared with 1,071,311 bus. of wheat and 282,145 bus. of corn in July, 1917.—H. A. Wickstrom, chief inspector, Board of Trade.

Barley Movement in August.

Receipts and shipments of barley at the various markets during August, compared with August, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	.....	5,057	63,971	.....
Chicago	1,365,000	1,600,000	130,000	303,000
Detroit	11,000	99,000	.....	.....
Minneapolis	2,460,430	2,364,020	496,030	1,237,180
New York	144,600	1,553,802	145,837	121,434
Omaha	115,200	122,400	46,800	81,000
Philadelphia	3,750	4,000	.....	.....
St. Louis	48,025	140,684	4,500	15,900
San Francisco,	.....	.....	.....	.....
tons	9,952	7,376	.....	.....
Toledo	1,200	1,200	.....	.....
Winnipeg	41,600	278,200	.....	.....

Rye Movement in August.

Receipts and shipments of rye at the various markets during August, compared with August, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	33,775	124,671	84,874	.....
Chicago	694,000	337,000	420,000	176,000
Detroit	54,000	.....	7,000	14,000
Indianapolis	219,000	83,000	39,000	23,000
Minneapolis	991,870	857,390	218,300	235,280
New York	38,750	13,500	14,860	.....
Omaha	35,200	25,300	23,100	13,200
Philadelphia	41,333	60	.....	.....
St. Louis	55,336	79,582	13,190	50,770
Toledo	70,800	18,200	27,500	6,800
Winnipeg	2,000	.....	.....	.....

Wheat Movement in August.

Receipts and shipments of wheat at the various markets during August, compared with August, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	5,132,438	1,505,565	2,439,827	1,682,729
Chicago	27,250,000	3,091,000	17,429,000	1,894,000
Detroit	263,000	222,000	12,000	23,000
Indianapolis	3,508,000	989,000	1,119,000	262,000
Minneapolis	14,907,730	6,326,180	1,307,450	1,093,700
New York	6,040,000	1,773,800	2,196,798	3,090,204
Omaha	4,659,600	267,600	2,598,000	124,800
Philadelphia	4,262,693	684,255	2,111,883	624,483
St. Louis	13,914,313	4,693,080	5,449,710	3,821,560
San Francisco,	.....	.....	.....	.....
tons	9,089	11,824	.....	.....
Toledo	1,616,700	1,077,600	244,800	190,400
Wichita	3,854,000	1,002,000	1,976,000	400,500
Winnipeg	311,150	3,979,000	.....	.....

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
Tot. July 1-June 29.	118,054,000	283,401,000	33,226,000	54,074,000	132,498,000	120,160,000
1918-9.	1917-8.	1917-8.	1918-9.	1917-8.	1918-9.	1917-8.
July 6.....	539,000	4,399,000	910,000	420,000	2,187,000	4,799,000
July 13.....	382,000	8,107,000	731,000	927,000	1,841,000	2,351,000
July 20.....	144,000	4,964,000	571,000	936,000	2,482,000	3,800,000
July 27.....	413,000	2,424,000	103,000	1,302,000	2,581,000	3,296,000
Aug. 3.....	543,000	4,757,000	219,000	833,000	2,614,000	3,684,000
Aug. 10.....	1,419,000	4,670,000	182,000	994,000	1,656,000	3,442,000
Aug. 17.....	1,809,000	4,224,000	673,000	572,000	1,437,000	1,914,000
Aug. 24.....	3,504,000	2,280,000	135,000	53,000	1,438,000	2,741,000
Aug. 31.....	2,938,000	2,799,000	253,000	529,000	1,027,000	3,722,000
Sept. 7.....	3,452,000	3,338,000	153,000	287,000	1,125,000	1,361,000
Totals	15,143,000	41,962,000	3,930,000	6,853,000	18,388,000	31,110,000

Recommendations for Western Grain Rate Adjustment.

Following are the recommendations made by the conference of grain shippers held recently at Chicago at the invitation of A. C. Johnson, chairman of the western freight traffic com'te of the United States Railroad Administration:

1. It is the desire and intent of this conference and those whom they represent to co-operate to the fullest extent with the United States Railroad Administration in the raising of needed revenue for transportation requirements, and to secure an equitable distribution and apportionment of the increased burden as applying upon the traffic in grain and grain products.

2. The discussions of the conference demonstrate the impracticability of attempting to cover by recommendation the various angles and features of individual rate adjustments and transit privilege applicable to grain and grain products as in existence prior to June 25, 1918.

3. We recommend that the disturbance of the relation of rates to, from and between various markets in the western territory resulting from the application of a percentage increase in rates on grain and grain products, with the 6 cents maximum on wheat, should be modified by the substitution of a flat increase or increases in cents per 100 pounds, as conditions may require, in the rates in effect on June 24, 1918; provided, that where thru rates prior to June 25, 1918, were made up of a combination of factors, the same method of rate construction should be continued.

4. Commodity rates on wheat flour and other mill products and articles taking same rates or arbitraries higher shall be adjusted to the same relation to the new wheat rates as in effect prior to June 25, 1918, with new wheat rates as minima.

5. We believe the application of the wheat rates to coarse grains and articles taking the same rates does and would result in an unreasonable increase and place an undue and unjust burden upon this traffic, and we recommend that the coarse grain rates, etc., of June 24, 1918, be increased and adjusted in the same manner and to a like extent as is applied on wheat.

JACK FROST caught King Corn lagging along Immaturity Road one year ago to-night and he nipped him hard, bringing much grief to corn handlers of the northern states. Dealers can not safely buy new corn until the crop is gathered.

Corn Movement in August.

Receipts and shipments of corn at the various markets during August, compared with August, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	342,482	791,643	5,618	552,949
Chicago	5,254,000	4,050,000	2,728,000	1,791,000
Detroit	193,000	295,000	39,000	13,000
Indianapolis	1,728,000	1,080,000	622,000	451,000
Minneapolis	634,160	176,060	390,080	139,940
New York	739,000	113,400	518,324	564,232
Omaha	2,773,400	3,145,800	2,522,800	3,460,800
Philadelphia	66,644	241,743	39,284	449,589
St. Louis	1,131,662	1,620,150	638,220	1,137,860
San Francisco,	.....	.....	.....	.....
tons	466	460	.....	.....
Toledo	121,400	55,200	51,200	11,400
Wichita	56,000	34,800	18,000	27,800

Oats Movement in August.

Receipts and shipments of oats at the various markets during August, compared with August, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	312,888	2,457,903	623,848	2,040,165
Chicago	22,765,000	14,924,000	9,360,000	8,167,000
Detroit	858,000	495,000	81,000	86,000
Indianapolis	2,738,000	3,433,000	803,000	534,000
Minneapolis	3,807,940	1,946,250	1,769,620	910,640
New York	692,000	1,778,000	1,292,716	1,710,413
Omaha	2,504,000	2,548,000	1,394,000	1,706,000
Philadelphia	626,638	1,602,480	400,000	1,687,373
St. Louis	3,106,505	5,199,955	2,810,900	3,488,010
San Francisco,	.....	.....	.....	.....
tons	1,571	2,166	.....	.....
Toledo	2,585,200	336,000	1,025,450	150,900
Wichita	38,000	43,500	21,000	28,000
Winnipeg	315,900	2,675,400	.....	.....

\$2.20 Guaranty for 1919 Crop.

President Wilson in a proclamation issued Sept. 2, fixes \$2.20 as the minimum price to be paid for wheat at the primary markets. The President's memorandum follows, in full:

In issuing today the government's guaranty of the same price for the 1919 wheat crop that was guaranteed for the 1918 crop, I wish it to be understood that in the spring of 1919 I will appoint a disinterested commission, who will secure for me the facts by that time disclosed as to the increased cost of farm labor and supplies, using the three-year pre-war average prices of wheat, of labor and of supply costs as a basis, and that from this information I shall determine whether there should be an increase in price above the present level, and if so what advance in order to maintain for the farmer a good return. Should it then appear that an increase is deserved over the present guarantee, however, it will be applied only to those who have by next harvest already marketed their 1918 wheat.

It is the desire and intention of all departments of the administration to give to the wheat grower a fair and stimulative return in order that the present acreage in wheat may be maintained.

I find a great conflict of opinion among various sections of the country as to the price that should be named as a minimum guaranty. It must be obvious to all, however, that the factors which will make for increased or decreased cost of production of next year's harvest cannot be determined until the near approach of the harvest.

In giving a guaranteed price for wheat one year in advance (the only industry guaranteed by the government) there is involved a considerable national risk.

If there should be peace or increased shipping available before the middle of 1920, Europe will naturally supply itself

from the large stores of much cheaper wheat now in the southern hemisphere; and, therefore, the government is undertaking a risk which might in such an event result in a natural loss of as much as \$500,000,000 through an unsalable surplus; or, in any event, in maintaining a high level of price to our own people for a long period subsequent to freedom in the world's markets.

Despite this, the desirability of assuring a supply to the world of prime breadstuffs by insuring the farmer against the fluctuations in prices that would result from the uncertainties of the present situation and from the speculation those uncertainties entail seems to me to make the continuation of the guaranty for another year desirable. On the other hand, it is clear that before increasing this liability by large sums with the risks set forth above and before increasing the burden of the consumer, the matter should be subjected to searching inquiry at the appropriate time—the time when the pertinent facts will be known.

I feel confident that with this preliminary fixed guaranty and with the assurance that justice will in any event be done to the grower, he will continue the fine patriotic effort by which he has served the country hitherto; that the government will have acted prudently, and that the consumer will be satisfied that his interests are not unduly sacrificed, but just and exhaustive consideration given to every element of the matter at the proper time.

MILWAUKEE, a bright spot where the "Welcome" sign works overtime.

WE SUBSCRIBE to the valuable Grain Dealers Journal at all our places, and the writer soaks it in from cover to cover, and abides by it straight up.—Glendale Mfg. Co., D. H. Bonsall, mgr.

Private Wire Report by I. C. C.

The Interstate Commerce Commission held a hearing a few years ago on whether private wires were monopolizing facilities to the disadvantage of the public. The hearing was so long ago that even those testifying have almost forgotten it, and the findings are now made public at this late date, of which is known as Case No. 5421, as follows:

The lawfulness of the so-called private-wire service depends upon whether or not private-wire messages are among "such other classes as are just and reasonable" into which respond carriers are authorized by section 1 of the act to classify messages transmitted over their wires.

Respondents are common carriers engaged in the transmission of intelligence and, as to their interstate business, are subject to the provisions of the act.

The so-called wholesale theory has no proper place in the rates of common carriers; and, in so far as charges for private-wire service are based upon this theory, we find that the classification is not just and reasonable.

Lessees of private wires are not common carriers; and the fact that in Morse private wire service the lessees furnish their own operators does not divest respondents of their status of common carriers as to messages sent over the private wires.

The Commission cannot prescribe a minimum rate.

The record justifies the conclusion that respondents furnish private-wire service to all applicants therefor, at least to the capacity of their spare facilities, without discrimination and in the order of the application.

The record does not sustain the conclusion that the Morse private-wire service is wholesale service.

The character of the Morse private-wire service differs from that furnished over the public wires and, stripped of certain abuses, may be recognized as a separate class of service available to the public upon reasonable compensation.

The Morse private-wire service is not shown to be unjustly discriminatory or unduly prejudicial to users of respondents' public telegraph service.

An abuse which must be removed is the provision in the private-wire contracts of one respondent that in time of interruption to the private wires the public wires can be used at half the regular rates.

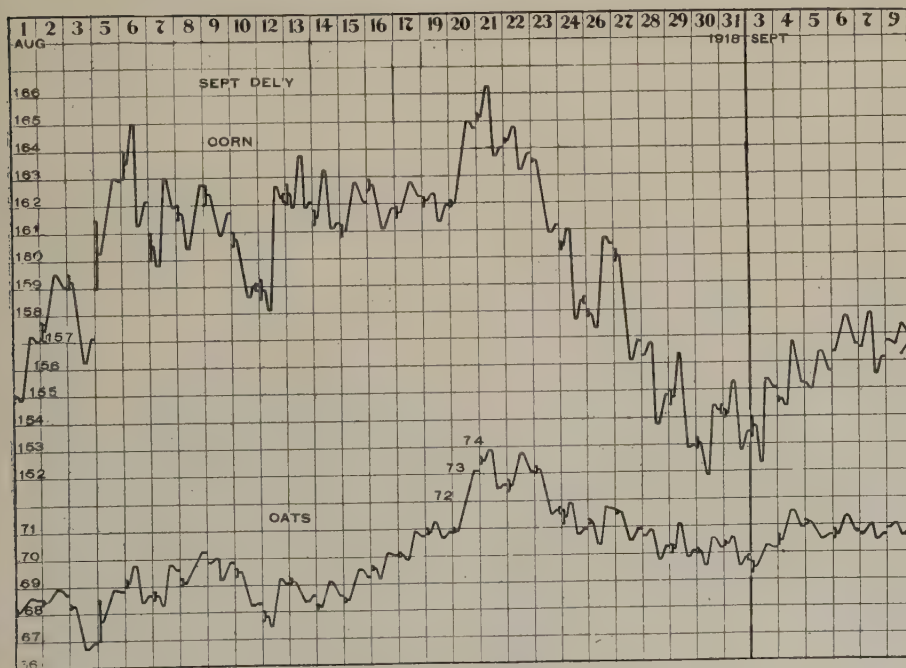
There is no proper analogy between private-wire service and the practice of aggregating shipments into carload lots and shipping them at carload rates discussed in *Int. Comm. vs. Del. L. & W. R. R.*, 220 U. S. 235. It seems proper, and from a practical standpoint and in the interest of the public necessary, to apply some reasonable restrictions to the private-wire service. Respondents are justified in inserting in the contract for private-wire service a provision restricting the use of instruments and facilities provided to the transmission of messages concerning the business of the lessee or lessees and providing that messages shall not be transmitted for other persons or firms. This is not to say that it is unlawful for two or more persons to unite in securing private-wire service where all are named as lessees.

The record warrants the conclusion that in rendering Morse private-wire service and the public message service at their present rates respondents are furnishing the more valuable service at a relatively lower charge, contrary to recognized principles of classification.

As the charges for messages other than by private wire are not in issue, and we cannot assume that rates for the latter should be increased rather than that those for sending day messages should be reduced, we shall enter no order in this respect. Respondents should consider whether or not their rates for Morse private-wire service should be revised.

The record discloses no essential difference between the private-wire talking service and the toll service furnished by the Bell Co., and we are of opinion that the classification of messages into private-wire talking service is not a just and reasonable classification.

IN GERMANY the fruit crop is said to be extraordinarily bad, the whole crop being estimated at 12,000,000 cwt., which will leave little after the army and navy have been supplied. In peace times Germany imported 30,000,000 cwt., but 2,000,000 cwt. is the most that can be expected now.

Opening, High, Low and Close at Chicago Since Aug. 1.**Daily Closing Prices.**

The daily closing prices of oats and corn for September delivery at the following markets for the past two weeks have been as follows:

SEPTEMBER OATS.

	Aug. 26.	Aug. 27.	Aug. 28.	Aug. 29.	Aug. 30.	Aug. 31.	Sept. 1.	Sept. 2.	Sept. 3.	Sept. 4.	Sept. 5.	Sept. 6.	Sept. 7.	Sept. 8.	Sept. 9.
Chicago	71½	70¾	70¾	70	70½	69½	70½	70½	70½	70½	70½	70½	70½	70½	70½
Minneapolis	67½	67	66½	66½	66½	66	66½	67	67½	67½	67½	67½	67½	67½	67½
St. Louis	73½	72½	72½	71½	72	71½	71½	72½	72½	72½	72½	72½	72½	72½	72½
Kansas City	73½	72½	71½	71½	71½	71½	71½	71½	71½	71½	71½	71½	71½	71½	71½
Milwaukee	71½	70½	70½	70	70½	69½	71½	71	70½	70½	70½	70½	70½	70½	70½
Winnipeg*	83½	83	82½	82½	82½	82½	83½	83½	82½	82½	82½	82½	82½	82½	83½

SEPTEMBER CORN.

	Aug. 26.	Aug. 27.	Aug. 28.	Aug. 29.	Aug. 30.	Aug. 31.	Sept. 1.	Sept. 2.	Sept. 3.	Sept. 4.	Sept. 5.	Sept. 6.	Sept. 7.	Sept. 8.	Sept. 9.
Chicago	160½	156½	154½	152½	154½	153½	155½	155½	155½	156½	156½	156½	156½	156½	157
St. Louis	164½	162	160½	158½	159½	159	160½	159½	161	162½	161½	161½	161½	161½	161½
Kansas City	167½	164½	162½	160½	161½	162	162½	163½	163½	163½	162½	162½	162½	162½	163
Milwaukee	160½	156½	154½	153	154½	153½	154½	155½	155½	156½	156½	156½	156½	156½	157½

*October. †October, after Sept. 6. ‡October corn on Sept. 9.

Collapse of Concrete Elevator Wall.

So many concrete elevators have failed to give satisfaction the wonder is grain dealers do not use greater care in the inspection of their buildings during construction. Surely with intelligent inspection of construction by a man experienced in the designing of concrete structures these very expensive failures could be prevented.

The collapse of the 16-foot straight wall connecting two circular corner tanks of the Farmers Elevator at Minier, Ill., Aug. 22, let 4,000 bus. of wheat out on the ground. A careful investigation of the plant by experienced engineers developed the fact that the straight wall was but 6" thick where safety would require it to be 8" thick.

The reinforcing which gave way did not extend far enough into the tanks to secure a good anchorage. The reinforcing connecting the reinforcing of the straight wall with that of the tanks was formed by $\frac{3}{4}$ " square deformed bars about 4' long 6" O. C. This same size of reinforcing was used in the tank walls while good practice would seem to dictate that no less than $\frac{3}{4}$ " steel be used as reinforcing between the straight and circular wall and in the reinforcing of the circular tank walls.

In our drawing A is shown a short connecting bar while in drawing B is shown the length and strength of connecting bars which would possibly have prevented the bursting out of the straight wall.

The lateral stress of grain especially when being withdrawn from a large bin is expressed in a way that frequently puzzles the silo builder and always compels the experienced elevator builder to be on guard against straining too far the factor of safety. Any grain dealer who is willing to put good money into a con-

crete structure owes it to himself to see to it that it is conveniently arranged and properly constructed because any repairs or alterations will invariably prove very expensive and seldom give satisfaction. When one builds of concrete, it is generally for an age, so the best designs and construction obtainable are the only ones to be considered.

Most concrete engineers of experience would have placed the reinforcing of the 16 ft. straight wall near the outer surface and extended it into the walls of the adjoining cylindrical tanks as well as supported it by much longer and stronger corner bars.

A VOTE is to be taken Nov. 5 by the people of Montana on a proposition to issue bonds in the amount of \$250,000 in excess of the constitutional limitation to build a terminal elevator at Great Falls, the plant to be controlled and operated by the state.

TRADING in white corn for future delivery is favored by the American Corn Millers Ass'n as a hedging proposition. It is said to have been endorsed by the Food Administration, and it was presented to the directors of the Board of Trade of Chicago recently thru the efforts of Douglas W. Lackey, sec'y of the Corn Millers Federation.

NEW YORK, N. Y.—We understand that it is the desire of the Grain Corporation to utilize practically all of the storage of the Port for Wheat, or grain going to the allies. There is, as yet, no disposition shown by them to grant permits for oats to come to this market on consignment. The only permits being issued are those for oats that have actually been sold for a specific delivery. As a consequence of this policy, our spot market, while not active, remains steady to firm, at a fair premium over cost to arrive. Offerings are necessarily light, and will continue so.—L. W. Forbell & Co.

THE AVERAGE cost of wheat production was estimated at \$2.25 per bushel by E. H. Thompson, acting chief of the bureau of farm management, testifying Sept. 5 before the senate agricultural com'te. He said, also, that most of the wheat produced cost considerably less than \$2.25, and that even with a further increase of 10% in costs farmers of the central west can break even at the primary market price of \$2.20 fixed by the President for next year's crop. The com'te was told that in the north central states costs in the 1917 crop year ran from \$1.50 to \$3.50 per bushel, the cost for the majority of the growers in that section ranging from \$1.75 to \$2.50.

War Affecting the Grain Trade.

AN ORDER stopping shipments of grain from the province of Alberta was issued recently by the Board of Grain Supervisors for Canada.

BIDS were received recently by the Food Administration Grain Corporation for flour for export to allied countries, the army and navy, Red Cross, and similar agencies.

SCOTT F. EVANS has resigned his position as head of the corn milling division of the Food Administration to give his attention to the business of the Baltimore Pearl Hominy Co., Baltimore, Md., of which company he is pres.

THE ACTION of the Canadian government in assuming control of the exporting of all grains is understood by members of the Winnipeg Grain Exchange to mean that the export business will be shared by the various exporting firms.

ARRANGEMENTS have been completed for the storage of 25,000,000 bus. of wheat at Minneapolis as a reserve to be held until the 1919 crop is secured, it was announced recently by Frank L. Carey, Minneapolis agent of the Food Administration Grain Corporation.

ALLOTMENT of the 1918 rice crop among rice millers has been agreed upon, the Food Administration announced Aug. 26. Each plant will obtain a share determined by its milling in previous years, and prices will range from \$6.75 to \$7.50 per bbl., according to grades.

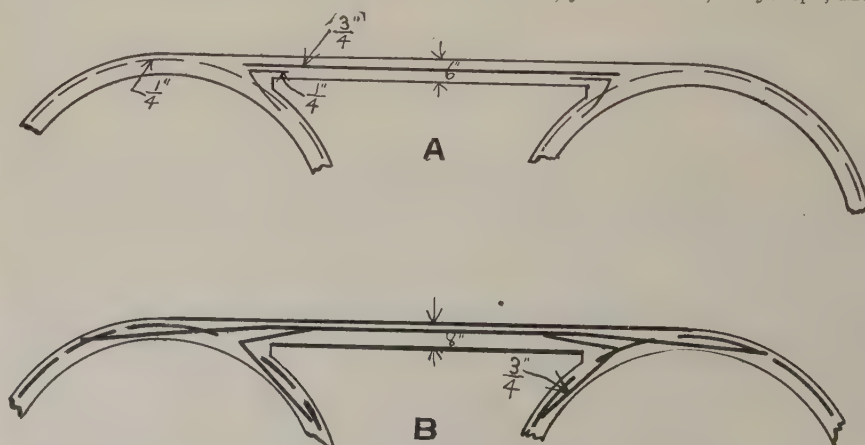
CONSIGNMENTS of grain, flour, meal of all kinds, beans, peas, and feeding stuffs for Norway will be accepted, on behalf of the Norwegian importer actually interested, by the Norwegian National Ass'n of Grain and Flour Importers and for the Norwegian Millers Ass'n.

COMPLETING the allotment of 50,000 tons of grain made to Holland at the time the ships of that nation were taken over by the United States, 10,000 tons of grain are to be loaded on the steamer Nieuw Amsterdam. Holland's bread supply is thus assured until her new harvest is available.

NEW corn milling grades were announced by the Food Administration Aug. 25, following a conference with a com'te of the Western Corn Millers Ass'n. The new grades are not so strict as those which they displaced and they are expected to be more acceptable to the milling industry and the trade generally. The members of the Corn Millers' com'te who attended the conference were: W. W. Marshall, Kansas City; George Dahnke, Union City, Tenn.; J. B. McLemore, Nashville; J. W. Craven, St. Joseph, Mo.;



Farmers Concrete Elevator at Minier, Ill.



A.—Plan of 6-inch Collapsed Wall, Showing Short Reinforcing.

B.—Plan of 8-inch Wall Properly Reinforced.

[See facing page.]

W. N. Adams, Arkadelphia, Pa. J. J. Stream represented the Food Administration.

AN ORDER has been issued by Charles H. Sherrill, adjutant general of New York, to the New York Guard, showing the appreciation of leading Chambers of Commerce and other business organizations of the attempt of the Guard to do everything in its power for the business men of the state.

OFFICIAL announcement was made Sept. 4 that the Canadian government has decided to take over complete control of the purchase and sale of wheat, eliminating the Wheat Export Co., of New York. The government also agrees to purchase all of the 1918 crop at a fixed price of \$2.24½ for No. 1 Manitoba Northern.

CARRYING charges are to be paid upon street wheat, except wheat in flour mill bins, owned by country elevators as at Sept. 30 or purchased thereafter by the Board of Grain Supervisors for Canada. The rate is to be 1/13c per bu. per day in areas embargoed by the Board and 1/15c per bu. per day in all other areas.

THE MANUFACTURE of beer will be prohibited after Dec. 1, as a war measure. This announcement was made Sept. 6 by the Food Administration, which said that the decision had been reached at conferences between President Wilson and representatives of the Fuel, Food and Railroad Administrations and the War Industries Board.

THE LICENSE of the Hughes Lbr. & Grain Co., of Brooklyn, Ind., has been revoked, it is reported. The complaint against the company charged that it had declined to return an overdraft to the Whitney & Gibson Co., of Buffalo, which grew out of the consignment of a car of corn that was delayed in transit so long that it declined in value considerably.

NO EXPORTS of grain or flour are being permitted by private traders to Sweden, according to a letter written Aug. 30 by T. Frothingham, Jr., of the War Trade Board to A. P. Husband, sec'y of the Millers National Federation. All shipments from this country to Sweden will be made by the Food Administration Grain Corporation, and consigned to the proper government organization in Sweden.

UTAH millers who have failed to comply with all the terms of the voluntary agreement entered into with the Food Administration Grain Corporation are to be investigated, it is reported. It is alleged that of 14 mills who signed the agreement only 7 paid the Corporation the designated 1% for its service; while the other seven have failed to make returns and have been checked as delinquent.

A PRICE of \$2.24½ for No. 1 Manitoba Northern wheat in store public terminal elevators at Fort William and Port Arthur, has been fixed by the Board of Grain Supervisors for Canada, effective Aug. 26. For No. 1 wheat grown in British Columbia, in store at Vancouver, the price was fixed at \$2.20; and for No. 1 Ontario wheat, in store at Montreal, the price was fixed at \$2.29, the last named prices becoming effective Aug. 22.

THE GOVERNMENT of New Zealand has purchased 2,000,000 bus. of Australian wheat at \$1.36 per bu. to supply the shortage in that country. The wheat is to be handled by the Minister of Agriculture and distributed to millers as demands require. It is expected there will be a decrease in the acreage sown to wheat during the coming season, and the purchase is to provide supplies for the shortage of next year, as well as that of the present.

AMERICAN refugees who recently came out of Russia are said to have declared that wheat and other grains were not available for food in the cities, as the peasants in the grain growing sections still under soviet control refused to feed the cities. They state that Russia has a bumper wheat and rye crop in virtually all the grain producing sections, and that much of it already has been harvested. The price of flour is said to have been as high as \$1.25 per pound.

ORDERS were issued Aug. 31 by the Board of Grain Supervisors for Canada providing that flour mills in Alberta are not to receive wheat without a permit; requiring country elevators to report grain handled; providing for an assessment of 3c per bu. on wheat exported or purchased by exporters and mills; restricting wheat shipments from certain points on the Canadian Northern, Canadian Pacific and Grand Trunk railway lines; naming carrying charges and minimum prices for street wheat, and permitting farmers on

the frontier to deliver wheat in vehicles to United States elevators.

PRICES to be paid for street wheat, as fixed by the Board of Grain Supervisors for Canada Aug. 31, shall not be less than the price fixed basis Fort William and Port Arthur after deducting the proper freight charges. The sum not to exceed, on Nos. 1 and 2 Manitoba Northern, 5c per bushel; No. 3 Manitoba Northern, 6c per bushel; No. 4 Manitoba Northern, 7c per bushel; Nos. 5 and 6 Manitoba Northern, 8c per bushel, plus whatever fraction of a cent per bushel may arise when deducting the freight rate per bushel from the fixed price per bushel.

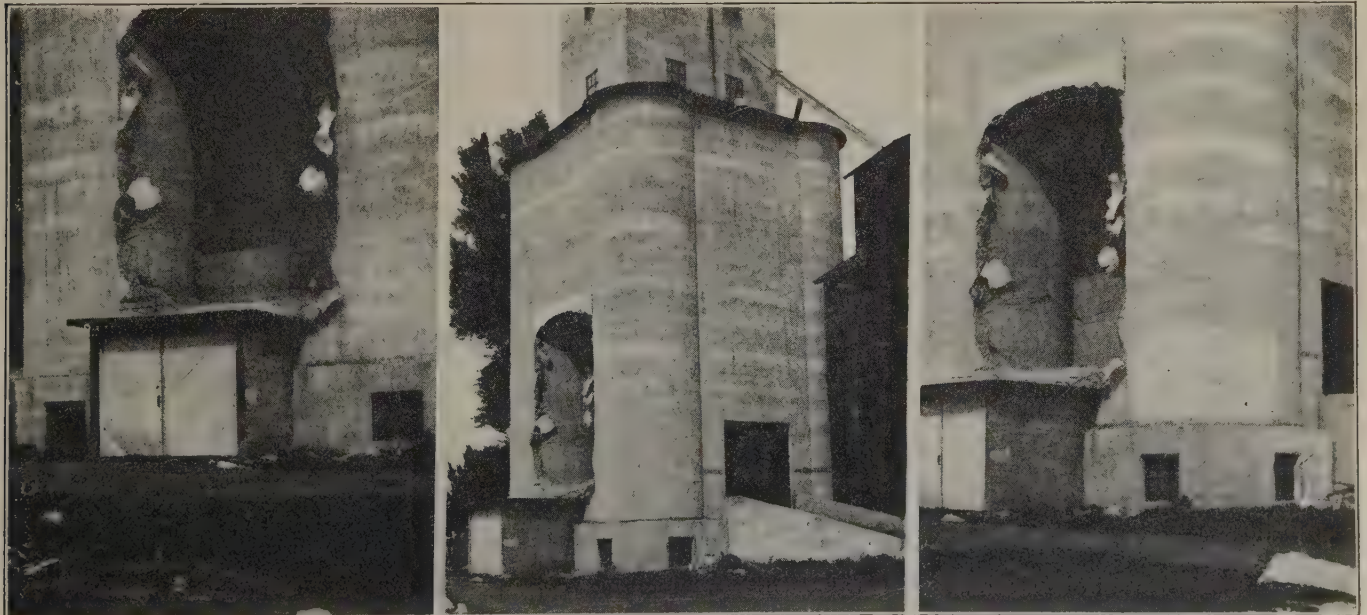
J. D. MACGREGOR, food administrator for Western Manitoba, Canada, has resigned. He will, however, remain a member of the Canadian Food Board, occupying the position of director of production. Mr. MacGregor retired, it is said, because he believes his position no longer necessary, and he has suggested a change in the method of administration, pointing out that in Alberta and Saskatchewan where there are paid secretaries of the Food Board the plan has worked satisfactorily and asking that the same method be followed in Manitoba.

Corporation to Permit Wheat Storage.

A circular issued Aug. 29 from the office of D. F. Piazzek, Kansas City agt. of the Food Administration Grain Corporation, states that because the "unprecedented heavy movement of wheat has rapidly filled up available storage, and the car equipment supply has been by no means adequate to the demands made on it, it has been decided to invite requests from grain dealers looking toward a storage of wheat for periods of time in excess of the thirty days regulation.

"Some elevator operators who have a milling trade will embrace the opportunity to accumulate a supply in the anticipation of their mills' later requirements. Also it will provide an opportunity to accumulate certain qualities and varieties of wheat and give more latitude to their scope of operations."

Permits will be granted in the usual way. Application is to be made through the zone office. The necessary blanks will be furnished when required.



Collapse of Straight Wall Connecting Cylindrical Bins of Farmers Concrete Elevator at Minier, Ill.
[See facing page.]

Fire Prevention.

[From an address by Allen G. Tindolph of Boise, Idaho.]

In order to grasp the importance of the work carried on by the Bureau of Fire Prevention throughout the United States, it is only necessary to call attention to the great fire waste that we have suffered during past years. I have it from very reliable authority that the total fire losses for the United States and Canada for the past forty years are over six billion, four hundred thousand dollars.

Think of it! During the year 1917, over two hundred sixty-seven million dollars worth of property went up in smoke. Turning to the grain properties, how much of this great waste fell upon them? I have no definite figures giving the total losses upon grain properties in 1917, but I do know that of the total losses, the Flour Mill Mutuals paid out over \$1,800,000 to over three hundred policy-holders. And I also know that during this present year and up to the month of June these companies have paid out over \$700,000 on more than one hundred fires in grain handling properties in the United States.

What does this great waste mean? Do you simply picture in your mind the outflow of silver dollars the moment I mention a blazing grain elevator or flour mill, or do you see in the black curling clouds of smoke and the livid leaping flames, useful buildings, machinery and food supplies laid waste upon the altar of carelessness.

Suppose the owners of these properties and food stores were paid every dollar of their intrinsic value. Would that replace what has been destroyed? No.

Would it restore hundreds of thousands of bushels of wheat that are needed to feed us and our soldier boys over there? No.

Would it increase the efficiency of our nation at arms? Most emphatically, no. On the other hand, these catastrophes give considerable comfort to the Hun.

Every day hundreds of our boys are saying goodbye somewhere in America before embarking for the field of battle. They go to join thousands of American and Allied soldiers who are gallantly sacrificing their life's blood that the principles of LIBERTY may not perish upon this earth. In order to fight, these soldiers must be supplied with food. We, at home, have been asked to make small sacrifices indeed, that our soldier boys may win. Yet, do we seem to be content to witness this wanton waste of the fighting resources of the nation each day—each week—each year?

WHO IS RESPONSIBLE? Let us see. If a man injures his neighbor's motor car by reckless driving, he is at once held liable for the damage done. The only reason that this is not true in the case of fire is that custom has not stimulated the application of common law to such cases. Fires have been considered misfortunes, and as most property is insured and the loss thereby distributed among a large number, the principle has been obscured, and carelessness and irresponsibility thus condoned, if not entirely ignored.

So long as we have no laws to remedy these conditions; as long as we have no Fire Marshall to enforce reasonable regulations in the conduct of any work involving a fire hazard, however small; as long as you and I do not do our part in removing what we believe to be a fire hazard affecting the safety of some property in which we may have a vital interest; so long will this fire waste continue to exist.

KNOWING DUST to be highly explosive under favorable conditions, is not housekeeping one of the best means of eliminating this hazard? Do you believe that you have faithfully performed your duty as an employee or employer if you allow only the floors of your premises to be swept periodically? To draw this matter more vividly to your mind's eye, I want you to picture, if you please, that some one, desiring to damage your property and put you out of business, has entered your plant at night and has sprinkled black powder all over the floors, window sills, beams, shelving and other innumerable vertical and horizontal surfaces above the floors, where dust naturally collects, sometimes inches deep. Having done this, he is now awaiting a more favorable time where in he may return and apply a fuse to this black powder, to blow you and your plant to Eternity. I wager that if you will go back to your plant with this picture in your mind, you will look at your housekeeping in a more vivid light.

ELECTRICIANS do not conspire with the Huns to attempt to put you out of commission, but from some of the electrical installations that I have seen in my travels, I would well imagine that they did, or that the owners of the plants had attempted to see just how cheap a job of electric wiring they might install without tempting the fates. Weatherproof wiring on inside power and light circuits; bare and unsoldered joints; fuses and switches exposed and covered with dust; fuses bridged with heavy copper wire and even wire substitutes for standard fuses; overloaded wires to motors; motors buried in dust; and other electrical hazards too numerous to mention.

It is true that we have just the opposite of this. In most every community we will find business men who will not tolerate such conditions, once they know they exist. I know of concerns that have followed the standards in electrical installation furnished by the Mutual Fire Prevention Bureau, and have willingly expended hundreds of dollars in the entire rewiring of their plant, in order that neither it nor the men working therein may be subjected to the dangers prevalent under former hazardous conditions. It is also true that the insurance companies have been willing to make liberal reductions in rates upon each of these cases, and that the owners have been well repaid for the money expended.

In some localities where electric power is not available, we find either the water power or the gasoline engine. It is usual that we also find open lanterns in use about the plants, and sometimes, altho not very often, we find open lights in use. If this is true of your own properties, first throw away the open lights or oil lanterns and provide yourselves with a few good flashlights. If you use gasoline for power, see that the exhaust pipe clears any woodwork at least six inches, and is supported by iron braces.

HOW ABOUT YOUR OFFICE STOVE? Have you a bracket chimney or a brick chimney built from the ground, up? Terra cotta or metal stove pipe flues are absolutely unsafe and should be torn out. If your bracket chimney has a brick base of only one brick thickness, the base should be increased to at least ten inches, and filled with mortar batter. This will tend to protect the frame chimney bracket from the excessive heat caused by burning soot in the flue chamber. If you have no metal mat under your stove, install a sheet of metal large enough to ex-

tend out twelve inches on sides and rear and twenty-four inches in front of the stove. Some use sand box bases under their stoves. Experience has shown that this sort of a stove base usually serves as a waste basket for all sorts of junk that rightfully belong in the stove.

LET US TAKE THE MANLIFT up into the texas for a look at the elevator heads. Do we find up there the old fashion horizontal strut boards under the head pulleys? Are the head housings jammed up against the pulley shaft? Is the pulley shaft out of alinement? Our loss records show us that some of the most disastrous elevator fires have been caused by one or more of these conditions having existed. All elevator heads should be hopped at least 45 degrees to the DOWN leg, thus allowing the accumulations of dust, grain and string to slide off and be carried down into the boot with the traveling belt.

The old fashion horizontal strut board and often the small double hopper allow the accumulations of trash usual in every elevator to accumulate under the head pulley, eventually crowding the pulley and forcing it out of alinement. A head pulley out of alinement naturally engages the head housing at some point in its revolution, throwing the bucket belt with it. The friction thus obtained is sufficient to start fire in the head. I have seen one elevator wherein the bucket belt had been so badly worn upon one side that the cups were all ground sharp, and one of these cups accidentally caught in the elevator boot one day, and the result was a nice little fire in the elevator head, due to the belt being burned by friction upon the revolving head pulley. If you have any wooden pulleys in your elevator heads or boots, take them out.

WHAT HAVE YOU in your plant to fight a fire with? I have seen some plants that were absolutely destitute of any fire fighting apparatus, and depended entirely upon the ability of the local volunteer fire department to get down to their premises the moment they had a fire. Fortunately this is not the rule but the exception. If you have a good barrel full of brine, and a couple of metal buckets hanging above the barrel, you can immediately dash a bucketful of this brine in the face of any small blaze before it reaches the state that it needs the attention of a more efficient fighting force.

More fires have been extinguished annually with pails of brine than by all other fire extinguishing apparatus combined. Due to the chemical action of brine upon fire, one bucket of brine is worth more than four of water. A brine barrel should be located in a convenient place upon every work floor of every mill, elevator or warehouse, and in spaces too congested to permit the installation of a barrel of brine, chemical fire extinguisher. This exception is usually found in the elevator texas, due to the inconvenience in installing brine or barrels.

I AM SENDING a check for my renewal for the Journal as there are many things of interest in it, and also to renew acquaintances thru that medium.—J. F. Harden, mgr., G. W. Van Dusen & Co.

A BUSINESS amounting to the transportation, since the beginning of last year, of some 25,000,000 tons of cereals with a delivered value of nearly £500,000,00 is said to have been conducted by the Wheat Executive for Great Britain. Sir Alan Anderson was the first chairman of the organization, and the present incumbent is Sir John Beale.

Sealing the Car.

BY CAL.

We all remember the old-fashioned strip of metal with a hole in one end and bearing a lead rivet at the other, the rivet being placed through the hole and flattened to form a closed link. And the sealing iron which was a necessary part of the equipment: How numerous were the uses to which it might be put! Outside of the purpose for which it was manufactured it might be used as a hammer to drive nails and stakes; it became an instrument with which to break up the kindling wood in the morning; and it may even have been used sometimes as a weapon of offense or defense, for it certainly would have been effective in the hands of a desperate man.

Nowadays those old seals and the sealing iron are so seldom met with as to almost make them curiosities. They could not survive in the face of modern efficiency methods and their place was taken by the seal which locks automatically upon the performance of certain simple operations, and which can only be removed when broken, for the locking mechanism will not open except by breaking.

There are several forms of these new seals, but we are not concerned with that here. We wish to think about the desirability of their use by individual shippers, each to provide his own seals, printed with his name and consecutively numbered, rather than to rely upon the railroad company to do the sealing out of its supply used for general purposes.

There are so many reasons why the shipper should use his own seals that it is difficult to understand why some have neglected to secure them. Moreover, it is a matter of equal surprise that so often one finds a shipper who is willing simply to seal the car, making no effort to keep a record relating to the same, and failing to follow each car to its end in order to gain the greatest possible benefit from the practice.

THE SHIPPER who provides his own seals has them at hand to use immediately when a car is loaded; if it is necessary to protect a partly loaded car for a few hours or over night a seal is instantly available for the purpose and it is so much better than a padlock. Unauthorized persons may open the latter and replace it in such a manner as to leave no indication that there has been any tampering. With the seal that is impossible. No one supposes, to be sure, that a little strip of tin will prevent a determined thief from entering a car to purloin some of its contents—but neither will that be done by any kind of lock that may be used on a car door. The element of protection lies not in the strength of the material, but rather in the strength of authority which lies behind that material, and in the fact that if it is meddled with positive evidence of the act will be left.

A book should be kept in which to keep a detailed record of the seals applied to each car. The date, car initials and number, and seal numbers should be clearly shown. Great care should be taken to preserve upon the seal record absolute continuity of numbers. Every seal should be accounted for, even tho it be used but for protection, or wholly destroyed. It may be possible that at some future time a claim agent will desire to examine the shipper's record, and if it is perfectly clear and complete in every detail he will be more favorably impressed with a belief in that dealer's honesty, and in the validity of the claim or claims which are in immediate question.

A little care and thoughtfulness in applying seals to make sure that they are put on in the most secure manner possible will be compensated for by the increased satisfaction which comes later. Many times one finds a car with double side doors, and perhaps a multiplicity of end openings. A seal is needed on each. Again, it sometimes happens that end doors are fastened with old seals, applied by a previous shipper. Numbers taken from these will not make the record so clear as if the shipper uses a seal from his own supply.

When returns are received for a car the seal record should be scrutinized from beginning to end. If any information is missing the proper party should be asked to furnish it, for it usually happens that a break in the seal record means that something is wrong, and in the case of a car which shows a shortage for which the dealer desires to make claim no detail should be overlooked in preparing the evidence.

WHEN THE RAILROAD ACCEPTS a carlot shipment protected by certain seals it is its duty to carry it through to destination under those seals, except they be removed and others substituted by an authorized person. When that is done it is the duty of the person who breaks the seal to furnish to those interested the record of the seals removed and applied.

The vast majority of cars will show a spotless seal record from point of origin to ultimate destination, but once in a while a car will be so unfortunate, if it can be said that fortune ever visits freight cars,

as to have an interrogation point placed against it. If the examination into one of those questionable cars furnishes to the dealer information which enables him to collect payment for a few bushels of high priced grain he is well paid for the trouble occasioned on the entire number of shipments. And, the point of the whole thing is that very little can be proven about one car's seals unless a careful check is kept upon every car shipped.

It is the duty of the man who breaks the seal, whoever he may be, to report seal names and numbers to the proper person for the benefit of the man who loaded the car. In this, as in most every feature of the grain business, no one stands alone; with him are more or less intimately related many persons, some of whom he has never seen and perhaps never will see, and to each of them he owes certain services. We should not feel that we owe these services solely because we may some day be placed at the other end of the line ourselves. Their faithful performance is an element in the co-operation among the members of the trade which makes for the greater satisfaction, pleasure and profit of all.

Julius Barnes to Speak at Milwaukee.

One of the principal speakers at the convention of the Grain Dealers National Ass'n to be held at Milwaukee, Wis., Sept. 23-25 will be Julius H. Barnes, pres. of the Food Administration Grain Corporation. He will discuss the regulations for the handling of the 1918 wheat crop, as well as the world food situation in general. Following his address he will hold an informal discussion where everyone will be given an opportunity to ask questions.

The matters coming under Mr. Barnes' attention in his official capacity are more important to the grain dealers of the country than those handled by any other man, and those who heard him at Buffalo last year will go to Milwaukee firmly resolved that nothing shall prevent their attendance at the session when he speaks.

Mr. Barnes began his career in the grain business as an office boy, and the greater portion of his experience was in connection with the exportation of wheat, in which he was very successful. He was formerly connected with the Ames-Brooks Co., of Duluth, and later became head of the Barnes-Ames Co., the firm having offices in Duluth and New York.

He was called by Mr. Hoover to become his chief assistant some time before the Food Control Bill finally became a law, and thus he was largely concerned with the working out of the plans for food control from the very beginning.

Soon after the enactment of the Food Control Law the United States Food Administration Grain Corporation was formed to act as the agency of the national government in handling the wheat crop of 1917, and it was thru this agency that the Law was made effective in its application to the handling of wheat and other grains. Mr. Barnes was placed at the head of the Corporation as its president. He still occupies this position, and during Mr. Hoover's recent absence in Europe Mr. Barnes was acting food administrator. A portrait of Mr. Barnes is reproduced herewith.



Julius H. Barnes, New York, Mgr. Grain Corporation, Food Administration.

THE IMPORTANCE of cereal grains and sugar in the diet of warring nations is reflected by an Austrian order in effect last April. Every farmer was permitted to buy 2 kilos (4.4 pounds) of sugar for every 4 bus. of grain delivered.

Meeting National Industrial Traffic League.

The midsummer meeting of the National Industrial Traffic League was held Aug. 29 and 30 at Buffalo, N. Y., and as usual was devoted to consideration of subjects of vital importance to shippers.

Pres. G. M. Freer, who is manager of the traffic department of the Cincinnati Chamber of Commerce, called the first day's session to order.

Luther Walter, assistant director of public service and accounting for the Railroad Administration, was the first speaker: "It has been difficult to instill into the minds of shippers as well as carriers that this is now a single railroad system. For example, it was thought that the thing was to ask all the grain interests to meet and iron out their troubles. So we asked them to come in and when the shippers got there and were given the message they solemnly resolved they wouldn't do it. Each one wanted to keep what they had. If the shippers can't agree on their adjustments the adjustments will have to be made for them.

"Under the practice that has been adopted it will be necessary in asking for changes in rates to take them to your local com'ite.

"Freight rate authority applications after being approved by the central com'ite and referred to Washington are passed upon by the Director of Public Service and Accounting as well as the Director of Traffic.

"No com'ite on which there is not a shipper will have anything whatever to do with determining the measure of a rate or what the rule or regulation shall be. (Applause.)

"These com'ites, from the old regime, are being wiped out. Those having exclusively railroad membership have no further duty to perform than to carry out instructions."

The com'ite on car demurrage recommended that notices of arrival of goods be sent in an envelope instead of on postal card, which, being second class mail, is not given directory service by the post office.

The League's Demurrage com'ite, on several occasions, has endeavored to bring about provision in the code of demurrage rules, as well as in the storage rules, for the sending of arrival notices of freight to consignees by first-class mail, thus discontinuing the use of postal card notices.

Postal cards, being second-class mail, are not accorded directory service by the Post Office Department, and in case the address on the card is incorrect or incomplete, the consignee fails to receive notice of the arrival of his goods. Your Com'ite has recommended to the Com'ite on Relations of the American Railway Ass'n that arrival notices be enclosed in sealed envelopes and sent as first-class mail, and that instructions and exceptions to Demurrage Rule Four, also Section "A" of the Code of Storage Rules, be amended accordingly. The additional expense involved to the carriers will be very slight inasmuch as postal cards now require a two-cent stamp, the same as a drop letter.

It is the opinion of your Com'ite that the sending of arrival notices by first-class mail will result in a larger number of the notices reaching the proper parties promptly, thus enabling consignees to call for their goods without delay. Furthermore, if the Post Office Department is unable to locate the addressed party the letter will be returned to the sender provided the return address is shown on the en-

velope. The recommendation of the com'ite was adopted.

The com'ite recommended that the period for filing bunching claims be extended from 15 to 30 days, and that the same limit be placed on claims for weather interference. *Adopted.*

J. M. Belleville, Pittsburgh, Pa., chairman of the freight claims com'ite reported: The attention of your com'ite has been called to the fact that some carriers are refusing to permit agents to insert on Bs/L the clause reading "SPECIAL DAMAGES WILL RESULT FROM UNREASONABLE DELAY."

Section Three of the uniform B/L reads:

"No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market, or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon," and where claims are made for damages on account of an unreasonable delay it is the invariable practice of the carriers to set up the defense that they had no notice that unreasonable delay would cause damage, and in case of court proceedings, the failure to have such an endorsement on the B/L renders the recovery of damages impossible.

It is the opinion of your com'ite that a shipper is entirely within his rights, when making shipments of goods where damage will result from unreasonable delay, to have himself protected by endorsement on B/L "Special Damages Will Result from Unreasonable Delay" and that it is the clear duty of carriers to authorize their agents to sign Bs/L with such a notation.

We have suggested to our member who made this complaint that he could protect his interests by preparing a form letter, carrying this special information, and attaching it to the shipping order, but we believe that the question is an important one and that it should be taken up with the Director of Public Service and Accounting with the request that carriers be instructed that it is their duty to sign B/L when presented to them with this special notice.

It was voted that the matter be taken up with Director Prouty.

Mr. Belleville, for the com'ite, also reported:

We regret very much to have to report to our members that during the last year the adjustment of freight claims has gotten into a very unsatisfactory condition. There has been, not only great delay on the part of a large number of carriers in the settlement of freight claims, but in addition to this there has been a constant raising of technical points and a seeming disposition on the part of a good many freight claim agents to evade settlement of claims.

Of course, a large part of this trouble has been due to the men who have been taken from the Freight Claim Departments or who had left that service to more desirable positions, but it has seemed to your committee, particularly with regard to overcharge claims, it was imperatively necessary that there should be an improvement and that the situation was one calling for the attention of the administration.

On Aug. 2nd, we addressed a letter to Hon. Charles A. Prouty, Director of Public Service and Accounting, setting forth the extremely bad conditions which obtained and urging that the condition was one calling for immediate remedy. We received a letter from Assistant Director Walter bearing date Aug. 16th, which we quote:

"Your letter of Aug. 2nd came during the absence of the writer in the West, and I am just now able to give attention to it. Mr. Howard, as manager of the claim section, is preparing some regulations which will probably take care of the matter. As to claims for overcharge, it is certainly the intention of this division that these shall be paid promptly. If you will give me one or two instances where overcharge claims were delayed and where you want a change in the procedure I will undertake to secure it." Signed Luther M. Walter.

F. B. Montgomery, Chicago: I would request that in the name of the organization Mr. Sangster take up with the railroad administration the requirements of rubber stamps on Bs/L, and insist that something definite should be given out and something that would not require every shipper in the United States to buy a set of stamps. In the city of Chicago there are 40 or 50 railroads that issue Bs/L. It would be a fine job for everybody there to have to buy that many stamps to get the name of the railroad in. It is perfectly absurd that every little railroad agent from Kalamazoo to New Orleans should be putting his own different interpretation on this order of the railroad administration.

Pres. Freer read a letter. "Of course, this order can be complied with by our having about 4 rubber stamps made for each railroad in town. On certain shipments from our plant the stamp would be required on 7 documents. As carbons would not be practical we would have to write in the name of the railroad 14 times.

The latest rubber stamp will make a total of about 5 rubber stamps which have to be used on each B/L or make the possible rubber stamping on one shipment total 42. We have to use the U. S. Food Administration License Number stamp, Bureau agreement stamp, stamp showing car left shipping point with at least 60,000 lbs. minimum required by Food Administration and stamp showing stuff is food for human consumption. I fail to see where this suggested rubber stamp will aid in expediting freight. I guess if Mr. McAdoo died we would have to order new rubber stamps, and if he died right suddenly we could not move any business until we got new rubber stamps.

Mr. Hashagen: These instructions as to stamping these Bs/L were made effective on Aug. 15 and they reached us on the morning of Aug. 14. It gives us no time to instruct our various stores and factories. It seems to me there is no organization, no method, no uniformity. For many years the railroads have tried to establish uniformity. This thing throws it all in the waste basket.

Mr. Montgomery's motion was carried.

Mr. Burchmore: We received some pretty definite assurance from the Division of Operation, also from the Division of Law, and separately from the Division of Public Service and Accounting that a fair clause would be drawn for incorporation in the side track agreement. The Division of Public Service and Accounting has recommended to the other divisions the adoption of a clause drawn by your counsel in 1916 as follows:

"The lessor shall be liable for the full measure of loss, damage or injury caused by it or its agents and employees to the property of the lessee, or its assigns. The lessee shall be liable for the full measure of loss, damage or injury caused by it or its employees to any property of the lessor and for all loss, damage or injury sustained by a third party by reason of the operation of the property herein described, except where such damage or injury was occasioned by the negligence of the lessor and its agents or employees."

Within 60 days there will be a contract promulgated by the Railroad Administration.

The Interstate Commerce Commission has pending a general investigation in the matter of leases and we intervened in that proceeding. They propose going ahead with it some months hence at some convenient time. There has been a good deal of discussion by the Administration and the Commission to the general effect that leases in various parts of the country of

grain elevators owned by railroads and leased to grain companies and other forms of railroad property would very likely be abrogated and new leases free from obnoxious provisions would be entered into. That is a broad subject and the Administration has taken no action on it at all.

E. F. Lacey, ass't sec'y, read a report by Mr. Reppin, St. Louis, Mo., of a conference at New York on the average agreement: Public elevators and warehouses are operated by private individuals and in many cases in competition with such warehouses and elevators operated by railroads and it is understood that when such houses are operated by the railroads themselves there is no demurrage account. If private warehouses and elevators are deprived of the practical use of the average agreement a more acute state of discrimination is created against them. We think it is logical that a warehouse or elevator should be allowed to enter into an average agreement to cover all the cars handled, whether such cars are billed in the name of the house or in the name of some other person.

There are strong reasons from a legal point of view why a man shipping cars to a public grain elevator should consign cars to his own name, as in the event of bankruptcy the property can be reached by the owner and recovered. Therefore the conferees of the com'te representing the railroads and shippers recommend an amendment of the previous conference ruling so that any receiver may enter into an average agreement regardless how they may be consigned.

Mr. Sangster: The average agreement does not apply on grain in the Kansas City market. That should be done.

Mr. Stafford: I represent some elevators that are anxious to have this arrangement put in.

Mr. Rhodehouse moved that the ass'n go on record as opposed to the proposed charges on grain held for inspection. Carried.

Adjourned sine die.

MILWAUKEE, a bright spot where the "Welcome" sign works overtime.

Leaked in Transit.

Ocular evidence that cars do leak in transit is presented in the engravings herewith. These two cars were in the Hawthorne yards of the Chicago, Burlington & Quincy Railroad at Chicago on the morning of Aug. 30, having been set in during the night for inspection. In the yards that morning were several other cars in leaking condition, or showing evidence of having been coopered in transit, the car numbers being given in the "Leaking in Transit" column of this number of the Journal.

Pennsylvania 78342 after inspection bore seal J827474 and K582163. It contained rye. As shown in the engraving the leak at end had been stopped with burlap, sticks and a piece of shingle.

C. & N. W. 106336 on its way into the yards had leaked a steady stream visible for a quarter of a mile, increased by jolts at the crossing of frogs, and at its first stop on the inspection tracks had leaked the pile shown in the engraving, containing several bushels of oats. The leak was thru the side sheathing, which had burst out one-half way from door to truck. After stopping the leak the car had been moved several car lengths. It bore C., B. & Q. seal No. K582162.

To Sweep Cars After Unloading.

A great many complaints have been received by D. F. Piazzek, agent at Kansas City of the Food Administration, several of which have come from disinterested parties who have no interest in the operation, that grain cars after being unloaded sometimes show as much as several bushels left in the car through careless cleaning, or failure to clean at all.

Mr. Piazzek declares that this is useless waste, besides being unfair to the shipper. Each unloading industry should see that every possible means is used to clean these cars properly, even tho in some instances the actual monetary results may not fully justify the expense. The point is, to save food which is being wasted, as experience has taught us there is no comparison between money and food when we contemplate the food necessities of our allies and ourselves.

Elevator Signs.

BY OBSERVER.

The value of elevator signs cannot be overestimated, because they have an effect on those who read them that cannot be equaled by any other means of approach, unless it be the emphatic spoken word; and of course it is impossible to talk to every one who may come around the plant.

Advertising signs have a distinct and definite service to perform and they are well worth their cost. There is another class of signs, designed to reach farmer patrons, employees, and last but not least, trespassers. Signs to acquaint farmers with the service which the elevator owner is trying to perform for them should be on every hand; signs to point out to employees their duties and to help them in their work should be placed where the employees will see them; and signs to warn trespassers away are needed for the protection of the plant and its contents and of the owner's bank account.

The best example of this latter class of signs that I have seen was in an elevator in Kansas. It covers all of the ground in a thoro manner, and I copied it in order that it might be passed on to other dealers. The wording of the sign is as follows:

NOTICE TO THE PUBLIC.

This company will not be responsible for accidents occurring on these premises. Our office is the place for the transaction of any necessary business.

NOTICE TO EMPLOYEES.

You are to be held responsible for the observation of the following rules and suggestions:

Smoking around the plant will not be tolerated. Do not do it yourself, and do not permit others to do it.

Numerous children have been killed and injured while playing about elevators. That must not happen here. The way to prevent it is to keep the children away. Do so.

Immediately after opening the house in the morning you should examine, clean and oil all bearings. Just before closing in the evening they should be examined again to ascertain that nothing is wrong.

The evening examination should extend throughout the plant.

If, while operating the plant, something goes wrong, all open bin gates should be closed immediately. By doing so you may prevent a choked boot.

Remember that a choked boot may cause a fire. In some cases a fire from that cause may smoulder for several hours before breaking out. Do not neglect to use every precaution in such cases.

Do not take unnecessary risks to save a little time. While you are saving a few seconds you may lose an arm, a leg, or your life.

Do not fail to do everything possible to prevent fire.

Do not permit a team to be driven onto a dump which you do not know to be locked. Test it to make sure.

Every part of the elevator should be cleaned daily—oftener, if necessary.

See that all water barrels are at least two-thirds full of salt water, and that two good buckets are at each barrel.

Oil is cheaper than machinery. Keep the latter well oiled, but don't waste the oil by pouring too much on a bearing at one time.

Do not take needless chances around moving machinery.

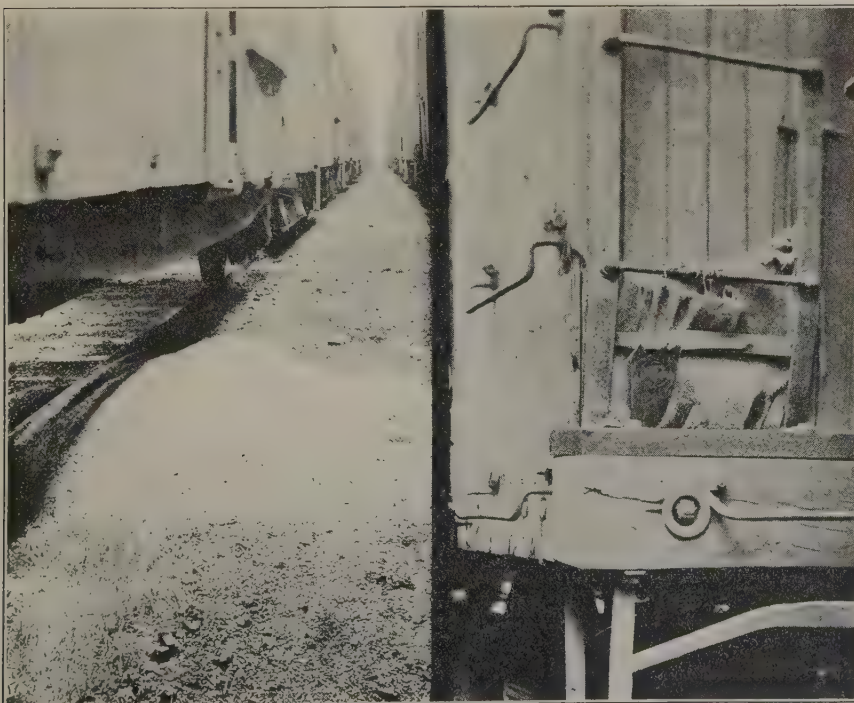
Gasoline is dangerous. Handle it with care.

If you cannot observe everything contained herein because of a lack of suitable facilities, or for any reason whatsoever, make a report of the fact to the proper person. This applies as well to things not mentioned herein which you feel to be for the best interest of yourself and the company.

Remember that the value of this business to the community lies in the service which it renders. We all have a part in that service and we should be careful to perform our duty efficiently.

(Signed) _____,

By _____,
Manager.



Pile of Oats from C. & N-W. 106336. Sticks and Burlap on Penn. 78342.
In Yards of C., B. & Q. R. R. at Chicago.

Hearing on Reconsignment Charges.

The carriers presented voluminous evidence by witnesses and exhibits to support their contention that setting out cars for inspection was an additional service for which an extra charge should be made, at the hearings begun Sept. 4 by Examiner Bell at Chicago.

H. W. Beyers, ass't frt. traffic mgr., of the Chicago & Northwestern Ry. Co., was the first to testify. He maintained that \$2 per car should be a proper charge for stopping the car for sampling and receiving instructions for reconsignment.

Robert H. Widdicombe, commerce attorney of the C. & N-W. Ry. Co. declared that he was the official representative of the United States Railroad Administration. He objected to witnesses answering questions that tended to show by opinion that the service sought to be charged for was not costly.

Judge A. E. Helm of the Kansas Utilities Commission brot out in examination of Mr. Beyers that the imposition of the \$2 charge would not expedite the movement of the car during the first 24 hours.

W. H. Chandler, Boston Chamber of Commerce: If the railroads have already been granted increased demurrage are they just in adding a charge of \$2?

L. E. Banta, traffic manager of the Indianapolis Board of Trade, showed that the handling of cars at that city was arranged for the convenience of the carriers, and that the inspectors had to look everywhere for the cars.

C. A. Macdonald, sec'y Duluth Board of Trade, asked if it was the intent to apply the charge to all cars, even those moving direct from point of origin to a named destination but sampled at an intermediate point. Mr. Beyers said it was.

W. K. Woolman, rep. the Philadelphia Commercial Exchange, said the grain was delivered to public warehouses owned by the railroads. "We can't see that there is any service performed by the railroads. There is no delay in the unloading of cars. Cars are billed for export to Girard Point and Port Richmond elevators. The inspector goes out on the track and gathers samples while cars are en route to the elevator. Sometimes there are 500 cars waiting to be unloaded, inspected sometimes two or three days before being unloaded. It takes only 5 minutes to take a sample from a car."

Mr. Bush, agent for many years at the

Galewood station of the C., M. & St. P., in charge of the Godfrey yards at Chicago, gave a detailed explanation of how a day's arrivals in one train of 28 cars had been disposed of. He had picked out Aug. 18. After he had shown that there was some delay in getting disposition orders, one of the grain men asked him if he knew that the 18th was Sunday and that the Board of Trade was closed on Sundays and that grain men could not be expected to give disposition that day. He said he did not think of its being Sunday, but went that far back to find a train in which all the cars have been disposed of.

Mr. Bush admitted when questioned by J. S. Brown, manager of the transportation department of the Chicago Board of Trade, that there were no trains from the inspection yards to the city between about 10 a. m. and 5 p. m., thereby preventing the samplers from getting the samples to the Board of Trade the same day. Mr. Bush also admitted that the recarding of the grain cars was for the convenience of the switching crew and that the recarding was also done on other dead freight. One man can recard a track of grain cars in 45 minutes, and there was no other labor involved.

J. F. Porterfield, Chicago, superintendent of transportation for the Illinois Central Railroad Co., testified as to conditions at the Fordham yards, Chicago, St. Louis, Cairo and Memphis. He alleged that there were 4 movements of grain cars and 6 movements when there were enough cars to warrant switching to storage tracks.

He advocated the taking of samples by postmasters at point of origin. He had had as high as 1,200 cars of grain at one time in the Fordham yards.

Mr. O'Halloran, freight agent of the Union Pacific at Omaha, said his road made a charge of \$2 per car on grain for switching from the inspection tracks. The U. P. has no elevator on its line at Omaha. He did not know who paid the charge, but thought it was absorbed by the connecting line.

Among those in attendance were James C. Jeffrey, attorney of the Chicago Board of Trade; Mr. Clarke, attorney of the Omaha Grain Exchange; T. A. McGrath, commerce counsel of the Minneapolis Traffic Ass'n; J. P. Hayes, traffic mgr. Sioux City Board of Trade; A. L. Flinn, rep. Minnesota Railroad & Warehouse Commission, St. Paul; R. D. Sangster, trans. com'r Kansas City Chamber of Commerce; Charles Rippin, traffic com'r St. Louis Merchants Exchange; Clifford Thorne, attorney for the National Council of Farmers Co-operative Companies; H. B. Wood, rep. the Cleveland Grain Co., Cleveland; H. A. Felts, rep. the Van Dusen-Harrington Co., Minneapolis; W. T. Cornellison, rep. Peoria Board of Trade; E. J. Smiley, Topeka, rep. Kansas Grain Dealers Ass'n; W. E. Culbertson, Delavan, rep. Illinois Grain Dealers Ass'n; P. H. Bevis, in charge of the grain sampling department, Duluth Board of Trade; E. B. Richards, Philadelphia; E. H. Berg, ass't traffic dir., St. Paul Ass'n of Publicity; W. H. Chandler, mgr. transp. dept., and A. K. Tapper, chairman transp. com., Boston Chamber of Commerce; Federal Grain Supervisors Carroll, Besley and Phillips, T. G. Williams and R. Lee Callahan of the Louisville Board of Trade.

This Lady Manages an Elevator.

Mrs. Belle Dickey, whose portrait is reproduced herewith, is the manager of the elevator at Wisterman sta. (Continental p. o.), O., owned by the Morrison & Thompson Co., of Kokomo, Ind.

Mrs. Dickey is probably the only lady grain dealer in the state of Ohio, and it can also be said that she is one of the very few lady grain dealers in the entire country.

She has made an excellent record since she took charge of the station and is said to be making good in every way.

Some Big Cars.

The G. L. Watson Grain Co., of Redkey, Ind., loaded a 40-ft. car, the marked capacity of which was 100,000 lbs., with oats; and into the car was placed 3,125 bus., or 100,000 lbs., thus loading it to its full capacity.

At the Checkerboard Elevator of the Ralston Purina Co., at Buffalo, N. Y., car No. 34958 P. R. R., containing standard oats, was unloaded for the account of the Urmston Grain Co. on Aug. 17. The load removed from the car weighed 101,150 lbs., or 3,160 bus. 30 lbs.

S. A. Miller, local manager for the Jay Grain Co. at Mulberry, Ind., mixed his big car with his dreams. The car was U. P. 121809, and it was set for loading on Friday, Aug. 30. The bins of the elevator were filled with wheat waiting for shipment to the seaboard, but the necessary permits were not at hand. That night Mr. Miller's dreams were filled with figures and cars and wheat, to the end that he felt that he had placed 255,960 lbs. into the car then waiting at the elevator. Truly, that would have been some car. But when he looked at the car the next morning he found it to be marked "Capacity 100,000 lbs.," so he filled the scale hopper with 110,000 lbs., or 1,833 bus. 20 lbs. of the precious wheat, and dumped it into the car.

A sure-enough big car of wheat was that loaded by Wm. Shorthose, mgr. for the Danvers Farmers Elevator Co., Danvers, Ill., on Aug. 8, and consigned to E. Lowitz & Co. at Chicago. The car was H. E. & W. T. 38646, and the loading weight of the grain was 134,810 lbs., or 2,246 bus., 50 lbs.

Price of Cotton Seed Regulated.

The state and federal food administrators at a meeting at Washington Sept. 4 agreed to stabilize the prices of cotton seed at the average price of last year, on the basis of a yield of 41 gallons of oil, f. o. b. cars.

The price of seed on the basis will vary from \$64 to \$72 in carload lots f. o. b. cars, depending upon the yield in oil, which varies from zone to zone. Using this basic price, the Food Administration has settled with the refiners to purchase oil at 17½ cents f. o. b. mills, and the Food Administration will assist the refiners to hold this price thruout the year.

Differentials have been fixed for crushing seed in consultation with the crushers' association on the basis of last year's costs and regulated profit of last year, plus the increased cost imposed by change in labor, transportation, and supplies.

The result is that the price of meal will vary from \$50 to \$57, in bags, depending upon the protein content or, roughly, \$3 per ton higher than last year.

The Food Administration has strongly recommended to the War Industries Board that the price of linters should be increased so as to bear its proper share of the burden and increased cost of manufacture, and any change in this direction will be applied to a reduction in the price of meal.

The proposal of the cottonseed producers to accept the average price of cotton seed for last year, despite the lower yield of cotton and the increased cost of production, is a concession on their part to the cattle-feeding and dairy interests in this country.

The details of the seed prices assessed to local zones and yields will be issued by the State food administrators in each State.



Mrs. Belle Dickey, Wisterman, O., Buyer for Morrison & Thompson.

Clash Between North Dakota and Federal Regulations.

The state of North Dakota has laws prescribing the duties of operators of country grain elevators and requiring them to store grain for farmers contrary to the regulations of the U. S. Food Administration. Also the state maintains an alleged grain inspection dept. and assumes to license persons to grade grain, coming into conflict with the grain grades act of the federal government regulating the licensing of inspectors grading grain in interstate commerce.

Having the advantage of constitutional state rights within its borders the state officials of North Dakota are impregably entrenched under the law, and the only settlement possible is thru mutual concessions, which was attempted at a conference held at Fargo Aug. 20 between the Federal Bureau of Markets, having the supervision of grain inspection and Dr. E. F. Ladd, chief of the North Dakota inspection department.

The only sane view of the situation was that taken by the 35 country elevator men in attendance, who held a separate session and drew up the following recommendations:

RECOMMENDATIONS BY ELEVATOR OPERATORS.

We, the com'ite find considerable friction arising thru grain being inspected by our state inspector and the farmers demanding a grade on this inspection, and when the elevators ship this grain to the terminals and receive a lower grade under terminal inspection. We believe that one grading system must be established that will grade our shipments as well as samples submitted.

Another grievance the grain men have is

that we must pay \$10 for a license to buy grain under federal inspection when grain men in other states do not need this license.

Duplicate Reports a Nuisance.—We are also required by our state to make out quarterly reports that carry the same information that we have already given the food administration. These reports are a burden to the elevator men who are already overworked at a time when it is impossible to get additional help, and if these reports cause the elevator companies to get additional help it increases the cost of operating at a time when the operating cost has already increased above the handling charge of two cents per bushel allowed the elevators by law.

Conflict of Law and Federal Regulation.—As our state storage laws require the elevators to deliver back to the farmer any stored wheat at point of delivery or at terminal, this conflicts with the federal order which makes us ship all grain within 30 days, or else works a financial hardship on the elevator.

Eliminate State Inspection.—In view of these conditions, the com'ite recommends that the state inspection be eliminated and all inspection be done under federal supervision at the terminal.

That the \$10 state fee for licensing deputy inspectors be done away with, as this only increases the operating expense without improving the efficiency.

That the quarterly report of the state railway and warehouse commission be eliminated, and that an annual report be made in place of these reports, this report to be made at the end of the fiscal year.

That a sufficient increase for handling special grain be allowed to cover the increased operating cost.

That the state storage laws be revised so as to conform with the federal laws governing the handling of grain.

Signed by the committee:

Hans J. Neilson, Larimore, Chairman.

Fred Biers, Carrington;

Nels Tackland, Drayton;

C. B. Prichard, Grandin;

R. A. Rasmussen, Palermo;

Ralph Gunkelman, Fargo;

K. T. Gray, Siles.

Concrete Elevator and Feed Plant at New Orleans.

The photograph that is reproduced herewith shows the reinforced concrete elevator and feed handling and mixing plant of John T. Gibbons at New Orleans, La.

The capacity of the elevator is 250,000 bus., while the 5-story mixed feed plant has capacity of 200 tons per day, and the warehouse for storing sacked grain has 40,000 feet of floor space. Moving forms were used in erecting the bins, and stationary forms were used for the other portions of the structure.

Two railroad tracks serve the plant, and there are two receiving sinks, each equipped with a double drum automatic power shovel for unloading bulk grain. Cars are moved into and out of the shed by a power car puller of 8 cars capacity.

The elevator is equipped with 3 high speed legs, each capable of lofting 5,000 bus. per hour. It has one Fairbanks Hopper Scale with capacity of 120,000 lbs., located in the cupola, and four Richardson Automatic Sacking Scales having capacity of 5 bags per minute each.

Sacked grain is conveyed from the elevator and mixing plant to the warehouse by two belt conveyors located under the sacking floor.

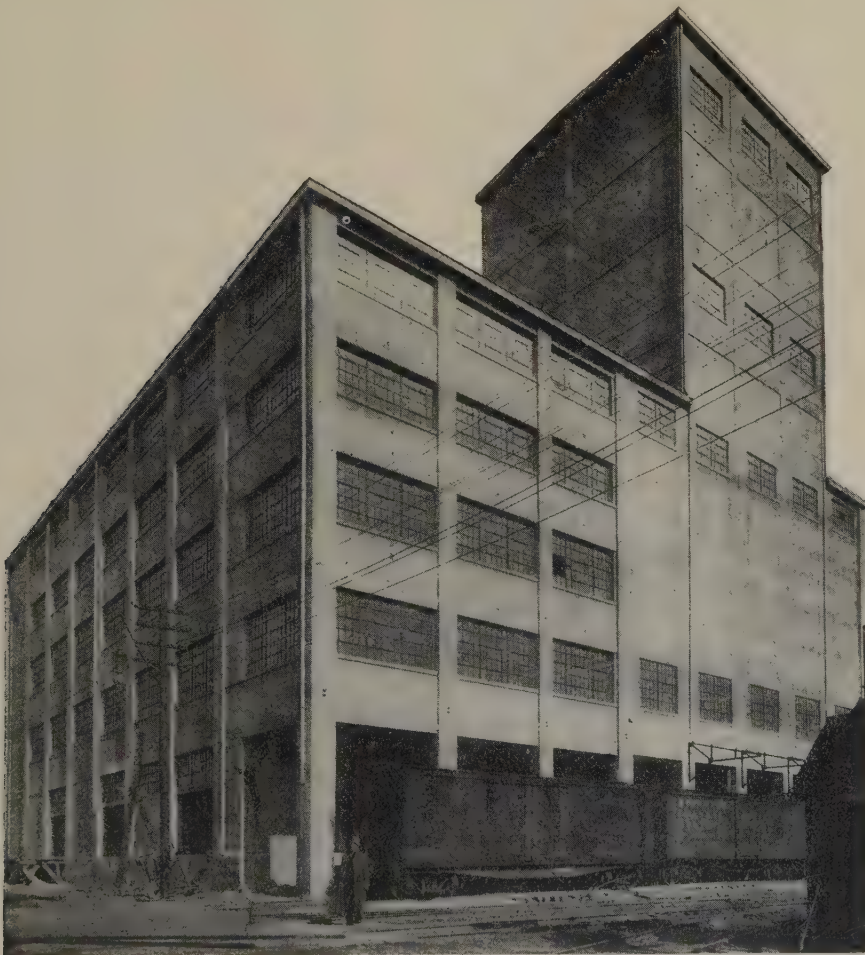
Other equipment including a 500-bu. Morris Grain Drier, bleacher, Monitor Combination Clipper and Cleaner, and 10x36 double roller chop mill. All machinery, the legs, conveyors, fans, etc., are electrically driven by individual Allis-Chalmers Motors. Power current is taken from the local power company's lines at 2,200 volts and transformed to 440 volts.

Intermountain Wheat Prices.

In a circular issued by D. F. Piazzek, Kansas City agent for the Food Administration Grain Corporation, the guaranties and conditions of circular No. 52 are made to apply to certain additional territory, and the statement is made that the Corporation feels that its guaranty to protect the grower (and incidentally the local dealer) is at his point of shipment; that it is not a commercial operation soundly based on ordinary commercial practices, but is a direct contribution from the United States Government in support of a national policy of wheat growing encouragement; and that therefore there is no obligation to facilitate the commercial practice of mixing and treating; therefore the guaranty covers only shipments made direct from the original shipping point, and not those that for any reason are taken into an elevator and handled in any way in transit.

Attention is called by Mr. Piazzek to the fact that while the Corporation will accept shipments made thru commission houses, the Grain Corporation does not have to pay the war tax on shipments made direct to itself; but that on shipments made to commission houses the tax will have to be paid. Continuing, the circular states that shippers will have to take into consideration that on shipments made thru commission houses they will have to absorb the war tax in addition to the commission.

PROTEST was made recently against the license tax of \$100, tax on dues of 20% and tax of \$50 on the seats of stockbrokers to the finance com'ite of the Senate. John Hinkley, of Baltimore, G. M. Lowes, of Chicago, Thomas Maloney, of New York, and others, appeared before the com'ite.



J. T. Gibbons' Concrete Elevator and Mixed Feed Plant at New Orleans, La.

Experiments in Dust Explosions.

BY PROF. B. W. DEDRICK.

For something over a year the Department of Mechanical Engineering of the Pennsylvania State College in co-operation with the United States Department of Agriculture, thru the Bureau of Chemistry, and the U. S. Department of the Interior, thru the Bureau of Mines, undertook investigational work along the line of cereal dust explosion in cereal mills and elevators.

For this purpose the college erected a small building covered with galvanized iron, a 16-inch attrition (Unique) mill was installed, two elevators, a conveyor and dump, hopper bin over mill and a bin for ground stock.

The mill is driven by a 15-h.p. motor. A shed was also erected adjoining the mill for the purpose of serving as a storage room, also dust house. The conveyor below floor receiving material from the attrition mill was led into this dust room, and could convey material and discharge into room direct by drawing slide in bottom of conveyor drop into an elevator. A damper was placed between the attrition mill and conveyor, but a by-path was provided so as to switch the meal direct to conveyor, without passing damper.

The mill was placed on a hurst or platform, and the hopper under mill made to pull out as a drawer. A hand hole with cover being provided in the front of this drawer. A slide in bottom of hopper drawer provided means for retaining stuff in drawer if desirable. The iron doors of mill were replaced by wood, with mica covered peep holes to observe flash, also small holes for the insertion of the iron carbon holders for the electric arc. In each series of tests the humidity and temperature was taken both inside and outside of the building.

Static Electricity.—A sensitive gold leaf electroscope was employed to detect any static electricity set up by the belts and frames of mills as collecting devices. In further investigation for static electricity a comb for gathering electricity from belts was employed and proof plane. Also a small Weinhurst machine which under normal conditions is capable of producing a good spark three inches long, but thru leakage in mill this was weakened, and failed to produce an explosion. An induction coil was employed instead, and a very hot and continuous spark two inches long was obtained, but failed to set off an explosion, though twenty or more attempts were made using the most inflammable dust and products, but by replacing with electric arc under the same conditions, a regular series of explosions could be obtained.

Nails, pieces of iron, steel filings, stone corundum and matches were fed in the mill with all kinds of cereal and dust mixtures. Trials were first made with each substance singly, as for instance nails without feeding any cereals or dust, to note the number of, and the distance the sparks would be thrown when emitted from the mill. Some of these sparks would reach a distance of 16 inches or more before dying out, and when a quantity (a small handful) of nails or stones were thrown in at one time (nails cut in half inch lengths) there would be a continuous stream of sparks emitted quite as numerous as those thrown from an emery wheel in grinding tools, yet when the most inflammable dust was fed in at the same time, no explosions or puffs resulted, though the sparks could be observed. One of the grinding disks or plates of attrition mill was blocked, so as to note whether there would be any difference in effect of one plate being stationary, the other running. With the exception of one plate being stationary, the trials were made under same conditions as when the mill was operated as ordinarily with both disks running and opposite to each other. There was no difference in its effect to produce an explosion any more than with both disks running, however, the sparks would be thrown off tangentially to the periphery of mill, where the sparks were emitted or thrown out in a straight line when disks ran opposite to each other. The path of the substance would, of course, be much longer between the plates with one standing still.

With the electric arc, introduced within the housing or case of the mill, explosions could be obtained with continuous or intermittent arc, as readily with one as the other.

Elevator Dust.—One explosion of two trials made on a mixture of corn and elevator dust (half and half) was violent enough to produce and force a flame from the mill, to end of (covered) conveyor and up a vent spout at discharge end of con-

veyor, this vent extending to roof of shed. The flame traveled a distance of twenty feet from source of propagation. This was repeated in two out of three trials with fine sweepings. The mixture cited above and the sweepings gave the most violent explosions. Explosions were only produced by electric arc. Matches produced no explosion, they struck fire immediately on entering the mill, just before reaching the disk, or between the plates at eye, no fire or spark issuing from between the plate at rim. The fire or spark it seems was smothered or snuffed out as soon as produced.

A rather fierce explosion was obtained by withdrawing the hopper under the mill and allowing a cloud of dust (flour and elevator dust) to issue in room being blown out by the revolving disks, the opening to spout below being closed, and then introducing a gasoline torch in front and partially in opening. There were two distinct flashes or explosions, the secondary being the most violent, and involving a greater area. This last sent a sheet of flame extending to the wall of building, a distance of six feet then curling over, and shooting up almost to ceiling. Dust gathered under mill and about the floor in front of mill was set on fire. In nearly all explosions there were secondary explosions, in a number of instances two or three following the initial explosion.

In summing up the results of these investigations thus far the conclusion must be drawn, First: That hard substances, such as pieces of iron, nails and stones, while producing sparks in passing between the grinding disks of attrition mills or other forms of disk mills, millstone, along with material being ground produce no explosions as the spark does not seem to possess sufficient intensity of heat or surface, to cause ignition, and are almost instantly out as soon as emitted. The sparks are caused by minute particles struck off iron or stone.

Second: Matches, it seems, are not more dangerous than the metal or stone substances in the case of disk mills or millstones, because they are fired almost instantly when coming in contact with the plates at the eye and smothered out before issuing from the mill. None of the matches were ignited when issuing from the mill. With rolls it is possible for the match to become ignited while passing between the rolls and cause a fire or possible explosion, the match stick lodging and burning, furnishing sufficient flame and heat surface.

Third: The spark or arc produced by static electricity does not seem to possess sufficient heat to ignite or cause an explosion of material or cereal dust as ordinarily produced in flour or cereal mills. While it is possible that static electricity, may under the most favorable or some peculiar circumstances or conditions cause a fire or explosion, it is extremely improbable in the case of flour or cereal mills.

Fourth: Only an electric arc, a naked flame as a torch or lamp or burning match, apparently gives sufficient surface contact and heat to cause ignition of dust and cause an explosion which may produce merely a flash or an explosion more or less violent.

Fifth: An initial explosion may propagate and cause a flame to travel quite a long distance through conveyors and spouts.

A conveyor does not seem to offer any obstruction to the flash or flame traveling through it or along its length. A damper in spout below mill is quite effective in preventing the flame from passing into the spout or conveyor below, so far as it relates to the ordinary light explosion, but it is possible for the flame in some instances to pass by the damper with a heavier explosion, tho the force of the explosion or flash is checked or confined to the immediate vicinity of damper. Another damper following first would undoubtedly prevent any flame from reaching spout or conveyor.

Sixth: When a secondary explosion follows it is generally more violent or possesses more force than the first explosion and is of wider extent.

Seventh: Dust in motion as agitated by a blowing fan or caused by the jarring down or sudden fall or cave in of flour or feed that sticks around the side of bins, is more liable to cause an explosion when a naked light comes in contact with it, than the dust quietly floating in a room or bin.

More Efficiency for L. C. L. Freight.

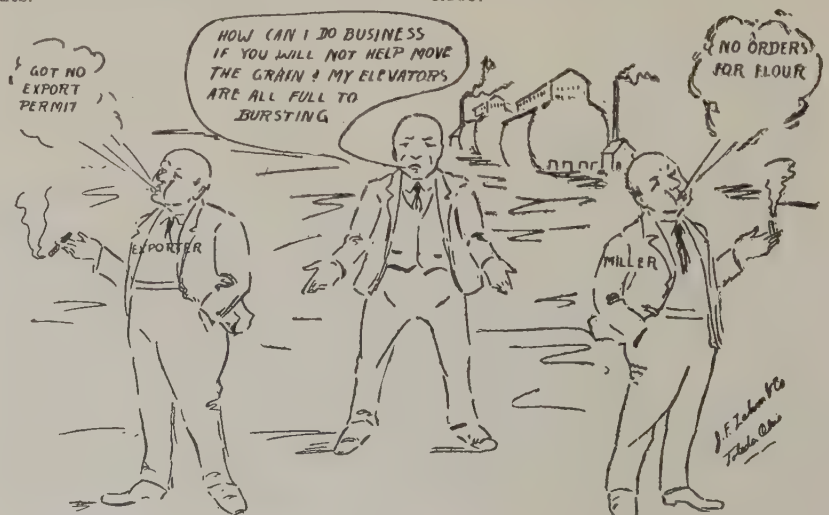
Com'ites have been appointed by the Federal Railroad Administration to make a survey covering L. C. L. freight forwarded for a period of at least 10 days from all stations and transfer points in their respective territories, and will institute "shipping days" and through car loading via one or more designated routes based on the following considerations: (a) volume of traffic, (b) direct routing, (c) car conservation.

The com'ite for each region will determine the routing on cars destined to points within the same region.

The chairmen and such members of the regional com'ite as may be designated by the chairmen will, with the Car Service Section, act as a general committee to determine the routing.

As arrangements are perfected for each shipping center or distributing point chairmen will furnish to the Regional Director and to the Car Service Section a detailed report showing: (a) Number of additional thru cars established, (b) estimated increase in tonnage per car, (c) estimated daily or weekly saving in equipment.

The chairmen will advise the Car Service Section of opportunities for improved loading thru the back hauling of freight, particularly from far-distant points, as for example freight from Boston, New York, or Philadelphia destined to local points within a radius of 100 miles east of San Francisco, which might be loaded to advantage in through cars to San Francisco, involving but one intermediate handling, as against several such handlings if loaded in cars carded to points east of San Francisco.



Yes, Mr. Elevator Man, we know your house is full, but just tell the farmer he's got to do a little more for Uncle Sam and hold back his grain a while.

The New Wheat Conservation Program.

The U. S. Food Administration has just issued the following new regulations, after a conference between the food administrators of England, France, Italy and the United States:

It has been agreed that the wheat bread of the Allies shall contain 20 per cent of other grains than wheat.

MIXED FLOURS.—It is desired to insure a supply of ready mixed flours on the market, and to have millers and dealers of all kinds encourage the use and sale of this flour so that the country may be on a mixed flour basis without the necessity of retailers making combination sales of flour and substitutes.

All such mixed flours made according to the following regulations should be labeled "Victory mixed flour," and are to be labeled with the ingredients in order of their proportion. The flours so mixed must be milled in accordance with the standards of the United States Food Administration. No "mixed flours" (except pancake flours) shall be made or manufactured except in the exact proportions as outlined below:

Mixed wheat and barley flour shall be in the proportion of 4 pounds of wheat flour to 1 pound of barley flour.

Mixed wheat and corn flour shall contain the proportion of 4 pounds of wheat flour to 1 pound of corn flour.

Mixed wheat, barley, and corn flour shall contain the proportions of 8 pounds wheat flour to 1 pound barley and 1 pound corn flour.

Mixed wheat and rye flour shall contain the proportion of 3 pounds of wheat flour and not less than 2 pounds of rye flour.

Whole wheat, entire wheat, or graham flour or meal shall contain at least 95 per cent of the wheat berry.

All the above "Victory flours" may be sold without substitutes, but at no greater price from the miller, wholesaler, or retail dealer than in the case of standard wheat flour.

SUBSTITUTES.—The new regulations supersede the 50-50 rule. The retail dealer selling standard wheat flour is required to carry in stock either barley flour, corn meal or corn flour, and with every sale of wheat flour must sell a combination of some one or more of these in the proportion of 1 pound of substitute to each 4 pounds of wheat flour. No dealer may force any other substitutes in combination upon the consumer, and these substitutes must conform to the standards fixed by the United States Food Administration.

There are some localities where other substitutes are available and which retailers may wish to carry. In order to meet this situation the following flours may be sold in such combination in lieu of the above flours if the consumer so demands at the ratio of 1 pound to each 4 pounds of wheat flour; that is, feterita flour and meals, rice flour, oat flour, kaffir flour, milo flour, peanut flour, bean flour, potato flour, sweet potato flour, and buckwheat flour. Pure rye flour or meal may be sold as a substitute, but must be sold in proportion of at least 2 pounds of rye with 3 pounds of wheat flour.

The foregoing rules apply to all custom and exchange transactions, as well as sales of flour to farmers, unless modified by special announcement of the Federal food administrator of the State where the mill is located, acting with the approval of the zone committee.

BAKERS.—Wheat-flour substitutes for bakers remain as heretofore with the exception of rye, which will be a substitute when used upon a basis of not less than 40 per cent, which is 2 pounds of rye flour to every 3 pounds of standard wheat flour. When rye is used in this proportion or a greater proportion, no other substitutes are required. If less than this proportion of rye flour is used the difference between such amount used and 40 per cent must be made up of other substitutes.

Bakers will be required to use 1 pound of substitutes to each 4 pounds of wheat flour in all bakery products, including bread, except Class 3a—Crackers—in which only 10 per cent of substitutes other than rye are required.

OLD RULES RESCINDED.—The previous rules limiting licensees, millers, wholesalers, retailers, and bakers to 30 days' supply of flour will be changed to permit a 60 days' supply.

The rules limiting sales by retailers of wheat flour to an eighth of a barrel in cities and a quarter of a barrel in sparsely settled districts are rescinded.

The rule limiting the sale of flour by millers to wholesalers, or wholesalers to retailers, in combination with substitutes or certificates therefor, and the rule restricting the sale to 70 per cent of previous sales are rescinded.

Manufacturers of alimentary pastes and wheat breakfast foods are limited to their normal consumption of wheat or wheat flour, with the understanding that they are not to unduly expand their ordinary consumption of wheat.

Rules prohibiting the starting of new plants ready for operation prior to July 1, 1918, are rescinded.

Where millers sell directly to consumers they shall obey the same regulations as retail store dealers.

Wheatless days and wheatless meals are discontinued.

Nothing in these regulations is to be construed to mean that there has been any setting aside or changing of the pure-food laws as promulgated by the Bureau of Chemistry, Department of Agriculture, or the internal revenue law as administered by the Internal Revenue Commissioner, which requirements must be conformed to by manufacturers and dealers in all cases.

Two Ladies Paint an Elevator.

The Massena Grain Co., of Massena, Ia., is building an up-to-date elevator of 30,000 bus. capacity, and the building is completed, only awaiting the installation of some of the machinery to place it in readiness for operation.

The photograph reproduced herewith shows the new house, which is not out of the ordinary, but there is something unusual about this particular picture, for it shows two ladies engaged in painting the new elevator.

It seems that the labor shortage is being felt as keenly at Massena as elsewhere, and that it was found difficult to get men to paint the elevator; so Miss Mae Johnson and Mrs. J. H. Hipes volunteered to help out, and contracted to do the work. The picture shows them at work, one of them on the scaffold near the corner of the building at the right, and the other on the top scaffold at the side of the house.

They began work one Monday afternoon, and it is said that the boss mechanic in charge of the job credited them with having done as much work that afternoon as a man would have done in a day, having painted and gauged 1,440 feet of siding. And he further testified that the work was well done.

The elevator is being built by the R. M. Van Ness Construction Co., and its equipment will include a 10-ton auto truck scale, 1,500-bu. per hour automatic scale and 10-h.p. Fairbanks Morse Oil



Women Painting New Elevator at Massena, Ia.

Engine. New coal sheds also are being built by the company.

The officers of the Massena Grain Co. are: Abe Rothschild, pres.; T. C. Whitmore, vice-pres.; and Miss Dorothy Paulsen, sec'y and treas. W. D. Bell is the manager.

Wasted Room in Modern Country Elevators.

In these days of conservation and high prices, everyone is looking for waste, in effort, material, or space, any one of which means money.

The editor is not an elevator designer, but as above stated, he, like others, is on the lookout for waste, and one of the things noticed in his travels, and in the publication of photographs of new grain elevators, is the driveway thru the elevator, instead of thru a lean-to building alongside of the elevator.

In taking the matter up with experienced builders, we find the cause due to three reasons, viz., either lack of ground space, personal desire of the owner, or a habit of the designer.

The first cause is excusable, and the other two can be overcome by the owner if he only will persist.

From a construction standpoint, the center driveway is ideal, but from an operating standpoint, it is not.

The center driveway necessitates one of two evils, viz., feeding into the down leg if ideal conditions are maintained in the cupola, or feeding into the up-leg and having a poor distributing system in the cupola.

Any experienced operator or elevator designer deprecates the feeding of grain into the down leg, as it is conducive for chokes in the boot.

The ideal distributing system in the cupola is the location of distributors as near the center of the elevator, or the center of the bins to be reached by each distributor, thus making all spouts from the distributor as short as possible, and keeping the height of cupola as low as possible.

The use of the side driveways will almost invariably give this, besides conserving bin room in the elevator, otherwise wasted by these so-called "Through Driveways." Furthermore, it simplifies the design of the elevator.

Another thing, it permits the use of a frame building for the driveway without any great hazard to a concrete building, if a fire door is provided between the frame driveway and the work floor of the concrete elevator.

Still another advantage to be gained is the use of all round bins instead of square, which will conserve steel reinforcing as round bins only require about $\frac{1}{2}$ as much steel as a square bin, in this class of elevators. It also does away with the extra concrete slab over the driveway, thus cutting the actual amount of steel required for round bins to about one-half of that required for square bins.

Anyone considering the erection of a new elevator should investigate these conditions carefully before letting their contract.

M. CHANOIT, engineer of Villeneuve St. Georges, France, has built a machine that detects metallic objects in the soil. A 75 shell buried 16 to 20 inches in the earth is detected. It is of light weight and covers a swath of 82 inches. The apparatus is based on the principle of the Hughes induction balance. It will make easier the restoration of the shell-strewn fields of France.

Terminal Elevator at Sioux City, Iowa.

The terminal and transfer elevator of the King Elevator Company, Sioux City, Ia., is shown in the photograph reproduced herewith; and the accompanying engravings from line drawings show in detail the arrangement and construction of the house. The elevator was built during the coldest weather last winter, and no time was lost, as it was a food conservation measure, it being desired to have the plant in operation at the earliest possible date after construction work was started in order that it might be put to use in drying the soft corn of last year's crop.

This elevator stands on the site of the old Terminal Elevator, which burned about 3 years ago, the site being on joint tracks of the several railroads entering Sioux City. At the time of the fire which destroyed the old plant the brick drier building, forming a part of that plant, was saved, and with certain necessary repairs and alterations it was incorporated with the present elevator. The drier was built according to a design furnished by the engineer who planned the old elevator, and its present capacity is about 12,000 bus. per 24 hours.

The elevator is 28x28 feet, 58 feet high to the plate, with an adjoining track shed 16x40 feet. The cupola rises 33 feet above the main building. A space of 20 feet separates the elevator from the drier building, grain being supplied to the drier by a steel spout from the distributor floor of the elevator, and removed from the drier by a 12" spiral conveyor.

Foundations thruout are of concrete,

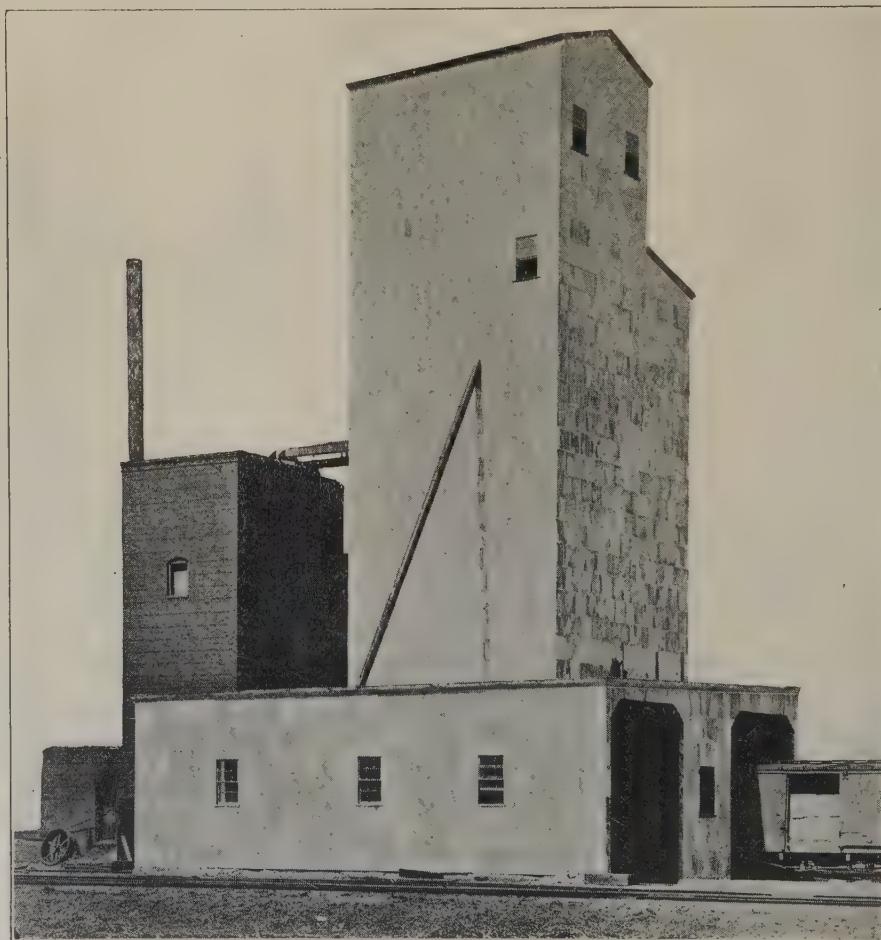
the old footings and foundation walls being used wherever they were found satisfactory.

Grain is received into the elevator thru the receiving sink in the track shed, from which point it is spouted to the boot of a 4,000-bu. per hour leg in the pit under the main house. This leg is fitted with 7x14 buckets, and may be used in elevating grain into the 120,000-lb. Howe Hopper Scale on the workroom floor, to elevate grain to the bins in the main building, or to load it into cars thru the 10" steel loading spout. A second leg, fitted with 6x11 buckets, is used principally to serve the drier, but it, also may be used in loading cars.

Power to operate the legs is furnished by a 40-h.p. Fairbanks Morse Electric Motor placed in the cupola, while a 15-h.p. Fairbanks Morse Motor drives the car puller and power shovel. Power for the drier is furnished by a 75-h.p. G. E. Motor, and by means of an arrangement of bevel gears this motor also drives the spiral conveyor running between the drier and the elevator building.

The main building is divided into 8 bins with combined capacity of 25,000 bus. The large leg is extended into the cupola thru the workroom, which also provides space for the manlift, while the smaller leg is placed within one of the bins.

The house is of studded construction, with 8" shiplap siding clad with galvanized iron. The studding in the bin portion is 2x10 with 10x10 corner posts and 2x8 with 8x10 corner posts for the first section; 2x8 with 8x8 corner posts and 2x6 with 6x8 corner posts for the second and third sections; and 2x6 with 6x6



King's Elevator Co.'s Plant at Sioux City, Ia.

corner posts for the fourth and fifth sections.

Roofs are of 4-ply asbestos roofing over shiplap.

The plant was designed and built by the Younglove Construction Co., and the same firm made the necessary repairs to the drier.

At the present time some minor changes are being made, the spouting and machinery being rearranged to expedite the handling of grain.

TAX ON BROKERS in the New York Produce Exchange will be raised from \$30 to \$100 under the proposed schedule of taxation.

J. W. T. Duvel has taken a furlough from the U. S. Dept. of Agriculture to go with the Food Administration Grain Corporation with headquarters at 42 Broadway, New York.

TESTS made at the laboratory of the Minnesota State Grain Inspection department indicate that the moisture content of sound, plump, spring wheat must be above the normal 13.75 per cent, before heating ensues, reports C. H. Bailey in the Journal of the American Society of Agronomy. The conclusion is that wheat will keep without heating when stored in a temperate climate if it is sound and plump and contains less than 14.5 per cent moisture. If shriveled or frosted safe storage is not possible unless the moisture content is less.

Bonds for Delivery of Freight.

Circulars No.'s 20 and 24 issued by the Division of Public Service and Accounting of the Railroad Administration give notice to railroad agents that freight consigned to "order" or to "order notify" shall be delivered only upon surrender of the original bill of lading and the payment of freight charges. It is provided, however, that if the bill of lading be lost or delayed the freight may be delivered in advance of the surrender of B/L upon receipt by the carrier's agent of a certified check for 110% of the amount of the invoice; or upon receipt of a surety bond, either individual or corporate, acceptable to the treasurer of the carrier, for twice the amount of the invoice.

When conditions require it a blanket bond may be accepted, but a blanket bond may cover only shipments received at one station on one railroad. A blanket bond is one which is in continuing effect and it must be for an amount in excess of the aggregate value of all shipments to be released. These bonds, also, are restricted to shipments arriving at one station on one railroad, except that when a number of stations are under the jurisdiction of one agent in such a way that proper supervision may be exercised over delivery of shipments, the bond may cover all of these stations. When shipments approaching the value of the bond

have been delivered additional security shall be required.

Full details of the issuance of bonds have not been worked out by the surety companies, but it is understood that the premium will be the same as on bonds for payment of freight charges, that is, \$5 per thousand; and that a minimum premium of \$10 will be charged.

MILWAUKEE, a bright spot where the "Welcome" sign works overtime.

The Grain Elevator.

BY BERTON BRALEY IN POPULAR MECHANICS.

It is not beautiful, it bulks forth huge
A storehouse wrought of concrete and of steel

Resorting to no cunning subterfuge
To hide its simple purpose, or conceal
Its plain utility. And yet it shows—

To eyes that see beyond the outward shell

Beauty of Service; and its walls enclose
Bounty that feeds the world wherein we dwell.

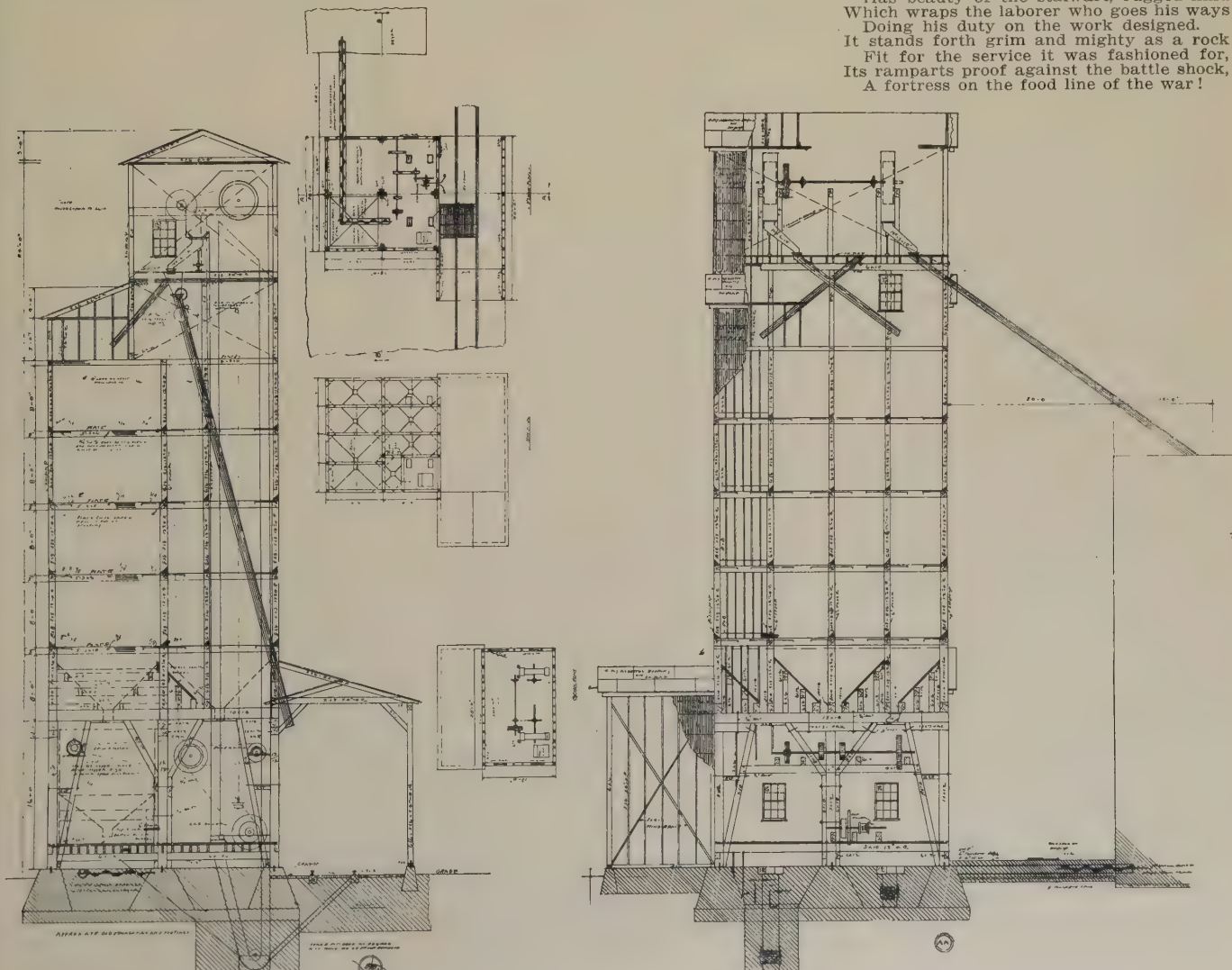
This edifice supplies a vital part
Of that immense industrial machine
By which we serve the cause we have at heart—

This war for everything that's fine and clean.

It stores the harvest of the generous soil
Against the need of men, and in good time
Pours forth the food for those who work or toil

In true devotion to a task sublime.

And thus this structure, ugly to the gaze
Has beauty of the stalwart, rugged kind
Which wraps the laborer who goes his ways
Doing his duty on the work designed.
It stands forth grim and mighty as a rock
Fit for the service it was fashioned for,
Its ramparts proof against the battle shock,
A fortress on the food line of the war!



Elevation and Plans of King's Elevator, Sioux City, Ia.

Elevation King's Elevator, Sioux City, Ia.

Grain Trade News

ARKANSAS

Pine Bluff, Ark.—We will not operate an elvtr. May ship car lots occasionally.—Silbernagel & Co.

CALIFORNIA

Livingston, Cal.—An elvtr. will be built either by a stock company of farmers or by private enterprise.

CANADA

Nobleford, Alta.—Work has begun on the new addition to the elvtr. of the Alberta Pacific Elvtr. Co.

Gravelburg, Sask.—It is estimated that at least 20 grain elvtrs. will be erected this year between this city and Swift Current on the new Gravelburg line of the Can. Nor. Ry., a distance of about 70 miles.

Tillsonburg, Ont.—The elvtr. of Fred Kicksee burned between 9 and 10 o'clock on the night of Aug. 26. The plant was only 3 feet from the Michigan Central freight sheds, but owing to prompt action by firemen these were saved.

Vancouver, B. C.—A new grain elvtr., combined with a hay and feed mill plant, is to be erected in this city, the permit having been taken out by the C. P. Coles Co., Ltd. The elvtr. proper is to be of heavy mill construction, with provision made for future extensions. The hay and feed mills are to have reinforced concrete walls with mill construction floors. The estimated cost is \$70,000.

Winnipeg Man.—The Inter-Ocean Grain Co., Ltd.; the Brooks Elvtr. Co., of Minneapolis; the Malden Elvtr. Co., of Rouleau, Sask.; and the Terwilliger Grain Co., Ltd., of Calgary, have been registered for membership privileges in the Grain Exchange. The membership of the H. R. Soot Estate has been transferred to W. A. Anderson, and the membership of F. A. Dowler has been transferred to J. N. Sternberg, of Edmonton.

COLORADO

Hudson, Colo.—Work has begun on the Equity Union's grain elvtr.

Brighton, Colo.—Work has begun on the construction of the elvtr. of the Equity Union Co-operative Ass'n.

Orchard, Colo.—A bean warehouse is being built for the Farmers Co-operative Elvtr. Co. by the Birchard Construction Co.

Johnstown, Colo.—W. A. Purvis is adding to his dairy farm a private elvtr. and alfalfa mill. A 50-h. p. feed grinder will be installed.

Fort Morgan, Colo.—The Farmers Co-operative Mercantile Co. is erecting a bean warehouse. The Birchard Construction Co. has the contract.

Weldon, Colo.—The Fort Morgan Farmers Co-operative Elvtr. Co. has contracted with the Birchard Construction Co. to build a bean warehouse.

Schramm, Colo.—The Farmers Co-operative Exchange & Mfg. Co. is erecting a 10,000-bu. elvtr. The Birchard Construction Co. has the contract.

Wiggins, Colo.—The Farmers Co-operative Elvtr. Co. has let a contract to the Birchard Construction Co. for the erection of a bean warehouse.

Flagler, Colo.—Wm. Stramp, of the firm of Stinson, Stramp & Von Schuetz, owners of the elvtr. here, was killed in an automobile accident Aug. 21.

Bennett, Colo.—The new elvtr. of the J. K. Mullin Milling Co. will have a capacity of 45,000 bus. The old elvtr. will be used for threshing and storage of beans.

Yuma, Colo.—The Farmers Co-operative Exchange & Mfg. Co. is remodeling its elvtr. A track scale will be installed. The Birchard Construction Co. is doing the work.

Holyoke, Colo.—I am now mgr. for the Holyoke Equity Mercantile Co. John Beckley took my place at Waco, Neb., as mgr. of the Waco Farmers Grain Co.—M. W. Spence.

Florence, Colo.—An elvtr. will be built for the convenience of ranchmen engaged in grain raising in the Sidney and Pleasant Valley districts. A. Hanks, mgr. of the Valley Mercantile Co. of Sidney, and T. F. Heitzman of Denver are in charge of the project.

Fleming, Colo.—The elvtr. being built by the Spefts Grain Co. is of cribbed construction, with storage capacity for 20,000 bus. Equipment will include a 10-h. p. Type "Y" Fairbanks Morse Engine, 10-ton auto truck scale, 6-bu. Richardson Automatic Scale, and rope drive. The work is being done by W. C. Bailey.

IDAHO

Boise, Ida.—R. J. Leth has been appointed as state grain inspector.

Nampa, Ida.—The Neil Commission Co. incorporated; capital stock \$20,000.

Ririe, Ida.—The Inter-Mountain Milling Co. will install a Hall Signaling Grain Distributor.

Nampa, Ida.—Otto Knoche, formerly with the Caldwell Flour Mills is now mgr. of the Nampa Elvtr. Co.

Newdale, Ida.—The Inter-Mountain Milling Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Rupert, Ida.—The Rupert Seed & Mlg. Co. will handle coal in the future and a large wagon scale is being installed at the mill.

ILLINOIS

Dahinda, Ill.—A. E. Sargeant has bot the elvtr. of Glenn R. Swank & Co.

Keithsburg, Ill.—R. A. Newell has purchased a Hall Signaling Grain Distributor.

Beason, Ill.—The Farmers Grain Co. will install two Hall Signaling Grain Distributors.

Momence, Ill.—Samuel E. Roush died Aug. 14. For several years he had operated an elvtr.

Kirkville, Ill.—E. A. McKenzie has accepted a position as mgr. of the Farmers Elvtr. Co.

Kankakee, Ill.—L. N. Cope & Son will install a Hall Signaling Grain Distributor in their elvtr.

Iroquois, Ill.—A concrete addition is being built by the Farmers Elvtr. Co.; capacity 40,000 bus.

Tampico, Ill.—The Farmers Elvtr. Co. has installed a 10-h. p. electric motor eliminating the gas engine.

Wyoming, Ill.—D. M. Stauffer, formerly of Bradford, will be mgr. of the elvtr. for the Wyoming Grain Co.

Munich, Ill.—The Farmers Elvtr. Co. has installed a new shipping scale and a cleaner.—J. Burt, mgr.

Hallsville, Ill.—J. F. Bartley, formerly with the Midland Grain Co., of Midland City, is now located here.

Sullivan, Ill.—J. B. Tabor, owner of elvtrs. at Allenville and Bruce, has bot of E. W. Davis the East End elvtr.

El Paso, Ill.—F. S. Larison has made extensive improvements in the elvtr. he recently purchased and has repainted the plant.

Midland City, Ill.—J. F. Bartley, who was pres., treas. and mgr. of the Midland Grain Co., has removed to Hallsville, Ill.

Paxton, Ill.—J. S. Willy, branch office mgr. of Riordan, Winsor & Co., died suddenly Aug. 16 at the Middlecoff Hotel.

Homer, Ill.—The Farmers Elvtr. Co. contemplates building an addition to its concrete elvtr.—Fairmont Grain & Elvtr. Co., Fairmont.

Champaign, Ill.—Ed Hasenwinkle, former mgr. of the Bridge & Leonard branch office at Champaign, has been transferred to St. Louis.

Champaign, Ill.—Having recovered from the effects of his accident in the spring, J. P. Sledge has again assumed charge of his grain business.

Gardner, Ill.—The Gardner Grain Co. incorporated; capital stock, \$25,000; incorporators, Robert Thornton, Henry Rumley and John Wheeler.

Brocton, Ill.—Work has been started on the construction of the elvtr. of the Brocton Farmers Grain Elvtr. Co. and it will be rushed to completion.

Monica, Ill.—Charles Buck has erected an elvtr. on his farm. The house is equipped with up-to-date machinery and is operated by electric power.

Weldon, Ill.—The Weldon Grain Co., composed of farmers, has bot the elvtr. of Harrison & Ward. The property consists of the main elvtr. and the old elvtr.

Kankakee, Ill.—The grain elvtr. of the Bartlett Frazier Co., which has been shut down for several months, has been opened again, with Selsor Orr again in charge.

Morrisonville, Ill.—Luther Battles, of Nokomis, Ill., has been appointed manager of the Morrisonville Farmers Elvtr. Co. and will move his family there in a short time.

Cerro Gordo, Ill.—C. A. Stout has bot the elvtrs. of T. E. Hamman here, and at Milmine. He will conduct the business of both, operating under the firm name of C. A. Stout & Co.

Sheldon, Ill.—John M. Foglesong, who for the past 10 years has been traveling representative for the Cleveland Grain Co., on Sept. 1 became local representative for C. H. Thayer & Co.

Metcalf, Ill.—G. B. Warren, formerly of Galesburg, is mgr. for the Farmers Elvtr. Co., which was recently organized, and which will build an elvtr. here and another at Melwood sta. (Metcalf p. o.).

Shiloh sta. (O'Fallon p. o.), Ill.—The Imbs Mlg. Co. is not buying wheat at its local elvtr. this season, and at the present time the New Baden Mlg. Co., for which I am agt., is not buying corn.—B. F. Boston.

Metcalf, Ill.—The Metcalf Farmers Elvtr. Co. has let contract to Ballinger & McAlister for the erection of a 35,000-bu. concrete elvtr. which will include 50-h. p. electric motors, sheller, cleaner and drier.

Nokomis, Ill.—Work has been started on the construction of the 40,000-bu. elvtr. for which the Nokomis Farmers Elvtr. Co. recently let contract and it is expected that the plant will be ready for operation about Jan. 1.

Fairmont, Ill.—The new elvtr. which we are building is progressing rapidly, and it will be completed in time to handle the new crop. New and up-to-date machinery will be installed.—Fairmont Grain & Elvtr. Co.

Pekin, Ill.—The recent report of a fire in the dust room of our elvtr. was incorrect, and evidently originated because of a false alarm which had been turned from near the elvtr.—Turner-Hudnut Co., Peoria.

Ridgefarm, Ill.—The Frank Jones Grain Co. has bot the elvtr. of the Farmers Grain Co. here, and their holdings at Humrick and Vermillion Grove. The stations handle about 800,000 bus. annually. Possession will be given Oct. 1.

Barnett, Ill.—The old elvtr. owned by Barnett Bros. of Chicago burned Aug. 18, and it was with great difficulty that the fire was prevented from spreading to the new elvtr. The fire started from a hot box on a freight car.

Melwood, Ill.—The Metcalf Farmers Elvtr. Co. has let contract to Ballinger & McAllister for the construction of a 15,000-bu. frame elvtr. and a 30,000-bu. ear corn crib, which will include a 25-h. p. oil engine, sheller and cleaner.

Delavan, Ill.—The secretary's office of the Illinois Grain Dealers' Ass'n now being located in this city, it is requested that all communications be addressed to the Illinois Grain Dealers Ass'n, Delavan, Ill.—W. E. Culbertson, sec'y.

Thawville, Ill.—J. W. Lawrence is pres. of the undersigned company, and T. Y. Shear is sec'y-treas. We are going to install an automatic scale in house as soon as threshing is over.—Thawville Farmers Elvtr. Co., G. W. Horrie, mgr.

Eylar, Ill. — We have bot the elvtr. of the Rogers Grain Co., which has been leased since 1913 and will operate it in connection with our west elvtr. The combined capacity of the two houses totals 45,000 bus.—Saunemin Elvtr. Co.

McGowan's Crossing (Blackstone p. o.), Ill.—The new elvtr. of the McGowan's Crossing Farmers Elvtr. Co. is completed. The officials of the company are M. H. Delehanthy, pres.; Benjamin Baker, sec., and David Linton, treas. Charles Knudson will be mgr.

Harvard, Ill.—D. Hereley & Sons have made numerous improvements and alterations. New machinery installed includes several electric motors, and conveying machinery of greater power. The grain pit has been enlarged to four times its former capacity and several new bins have been built.

Kirkpatrick sta. (Macomb p. o.), Ill.—We have bot the elvtr. formerly owned by Joe R. McKamey and have placed it in operation. The change in ownership having been made during threshing season, no new equipment will be added. J. A. Butcher is mgr. and Eli Willey sec'y for this company.—Bethel Elvtr. Co.

Symerton, Ill.—A. N. Hilton, a former grain dealer at this point, who has been engaged in the lumber business for some time, has rented the elvtr. of the Farmers Grain Co., for which the Joliet Trust & Savings Bank was recently appointed receiver. Mr. Hilton has taken charge of the plant and will operate it.—X.

Kaneville, Ill.—The Kaneville Elvtr. & Supply Co. has awarded Ballinger & McAllister the contract for repairing and reconstructing its concrete coal bins, which were damaged recently by internal fire, caused by spontaneous combustion of coal, wood partitions, wood gallery, and wood roof. The fire was intense, lasting 4 days, with but slight damage to the concrete. The plant, when completed now, will all be concrete, and in case of another fire, it cannot be communicated to any other bin.

Lotus, Ill.—The Lotus Grain & Coal Co. recently instituted suit for \$1,400 damages against L. E. Zimmer. The plaintiff states that on Aug. 20, 1917, Zimmer entered into a contract with it to sell 2,000 bushels of No. 4 yellow corn at \$1 a bushel, to be delivered at its elvtr. in Lotus on or before Dec. 31, 1917, the plaintiff to deduct from the selling price all debts and book accounts it held against Zimmer. It is alleged that Zimmer got \$1,400 in debt to the company but has never delivered the corn.

Neponset, Ill.—A warrant for the arrest of W. H. Hayes was sworn out by S. W. Scott, pres. of the Neponset Farmers Elvtr. Co., who accuses Hayes of misappropriating funds belonging to the company amounting to more than \$1,100. It is alleged that Hayes speculated on the Chicago board of trade with funds belonging to the company and kept the profits. The prosecution is based upon a check issued by a Chicago grain broker for \$1,140, made payable to the Neponset Farmers Elvtr. Co. The check was indorsed by Hayes as mgr. and cashed by him at the Union State Savings Bank & Trust Co., of Keewauke. Before these transactions the Chicago brokers had a letter from Pres. Scott authorizing Hayes to trade in futures.

Manito, Ill.—About 17,000 bus. of grain were destroyed when our frame elvtr. was burned Aug. 14, after being struck by lightning. We will build at once an up-to-date concrete elvtr. of 40,000 bus. capacity and expect to have it completed by Dec. 1. Electric power will be installed if we can get continuous service. Will also build an 18,000-bu. power crib for ear corn.—A. F. Cox, agt. Turner-Hudnut Co.

CHICAGO NOTES.

The rate of interest on advances on Bs/L for the month of September has been fixed at 7% by the finance com'te of the Board of Trade.

The service flag of the Board of Trade, which was taken down recently to add more stars, has been replaced with one of 1,800 stars.

The Moses Rothschild Company has retired temporarily from the grain business, and Mr. Rothschild has removed to New York City.

Six young ladies began work Sept. 5 as telegraph checkers at the Board of Trade. This is the first time that women have been employed on the trading floor.

The Board of Trade adopted, Sept. 7, an amendment to the rules governing deliveries on contracts for rye and barley, and providing for trading in barley futures. Contract rye is to be No. 1 or No. 2; and contract barley No. 4, No. 3 barley to be deliverable at a premium of 5c per bushel.

Charles S. Bentley has applied for membership in the Board of Trade, H. P. Rogers, M. H. Cooley, Geo. H. Beazell and W. H. Hubbard have been admitted to membership, and the memberships of F. G. Barnard, C. C. Perpall, J. A. Wolford, L. C. Dillon, C. J. Moore and Hans Simon have been posted for transfer.

More than 2,000 samples representing as many carloads of grain were on the sample tables in the Board of Trade Aug. 26 when motion pictures of the activities on the floor were taken. These pictures will be used to show the war work of the Board, in order that it may be known and more fully appreciated by the country at large.

A bulletin issued by J. S. Brown, mgr. of the transportation dept. of the Board of Trade, calls attention of the members to the confusion that is daily arising where consignees in giving disposition of cars of grain, fail to show the car initials as well as the number. The Terminal Mgr. for the U. S. Railroad Administration has requested that the initials, as well as the number, be furnished in every case.

The official badge of the Food Administration was presented to the members of the to-arrive grain com'te of the Board of Trade by Howard Jackson, vice-pres. of the Grain Corporation, on Aug. 29. Members of the com'te who received the button were Frank J. Delany, E. F. Rosenbaum, George E. Marcy, Lowell Hoyt, and William N. Eckhardt. The presentation was made in recognition of the efficient work of the com'te during the recent period when congestion threatened this market. For similar reasons, buttons were presented to Fred Zimmerman, traffic ass't of the Railroad Administration, Ed. D. McDougal and E. S. Rosenbaum.

Samples of wheat which receivers have not been able to dispose of in the open market are to be deposited with the joint com'te of the Food Administration Grain Corporation and the Board of Trade, and the com'te will assign the samples to the various elevators for account of the Grain Corporation, prices to be fixed by the Corporation. If the seller has received a bid that, in his judgment is fairly attractive, he may place in the sample bag a slip giving this price and stating by whom it was made; and in the event that the Corporation's price is less than that bid the sample will be returned to the receiver depositing it in order that he may sell to the party making the bid. This method of handling is to apply only on cars on which a satisfactory bid has not been received in the market, and samples must be deposited with the com'te by 12:30 p. m.

The following resolution relating to future trading in barley was adopted by the directors of the Board of Trade recently: Resolved, that trading in barley, when inaugurated, by grade alone, to be delivered in store, either for immediate or future delivery, shall be subject to the regulations and restrictions now in effect relative to the trading in corn and oats; provided, however, that the maximum amount permissible as a speculative contract shall be, until further notice, 100,000 bu. Also provided that hedging in barley contracts shall be confined to the cereal barley or the direct products thereof. Also, provided that members in reporting transactions in barley to the office of the sec'y will report all contracts regardless of amounts.

An amendment to section 5 of rule XXI of the Board of Trade was adopted Sept. 7. This section relates to insurance on grain and flaxseed, and now provides that no tender upon contracts shall be made until the grain tendered is covered by insurance, issued by the Underwriters Grain Ass'n, for at least 85% of its market value to cover purchaser until 12 o'clock noon of the next business day after the day of delivery. Any member who purchases and holds fire insurance on grain or flaxseed in a regular elevator without owning or holding warehouse receipts on grain or flaxseed in the elevator shall be deemed guilty of dishonorable conduct, but this is not to prevent the holding of insurance from day to day not in excess of ordinary business requirements.

Effective Sept. 16, the Atchison, Topeka & Santa Fe Ry., Chicago & Alton R. R., Chicago & Eastern Illinois R. R., Illinois Central R. R., Wabash Ry., will absorb the inbound switching charges of connecting lines in the Chicago District on grain. Heretofore the Illinois Central R. R. and Wabash Ry. have been absorbing the inbound switching charges of connecting lines on grain to a partial extent, and the three other carriers named have not been absorbing inbound switching charges on grain originating at any point on their own rails. However, on grain leaving the country station from which it first started on and after Sept. 16, 1918, the five roads above named will absorb the inbound switching charges of connecting lines on grain in the Chicago district to the same extent and on the same basis as has been in effect via other carriers, so that absorption by the outbound eastern carriers of the switching charges on inbound grain from points on the five roads above named will also be automatically discontinued.

INDIANA

Cicero, Ind.—Robert Porter, prop. of the Cicero Mill & Elvtr. Co., died recently.—C.

Walton, Ind.—D. E. Cox has succeeded L. McFadden as mgr. of the Walton Elvtr. Co.

Wilson sta. (Poseyville, p. o.), Ind.—The elvtr. of the Fuhrer Ford Milling Co. is closed.

Huntington, Ind.—We have sold our elvtrs. and are out of the business.—Weber & Purviance.

Earl Park, Ind.—Adam D. Raub, who was engaged in the grain business here at one time, died recently at Lafayette.

Lynn, Ind.—The elvtr. of Fred Elliott has been bot by Earl Adamson, who has been engaged in the grain business at Modoc.

Modoc, Ind.—Earl Adamson has sold his elvtr. to Charles Graft, and has removed to Lynn, where he bot the elvtr. of Fred Elliott.

Sandborn, Ind.—A fire occurred Aug. 17 in the boiler room of the elvtr. of Walker & Crane causing considerable damage, Loss \$2,000.

LaFayette, Ind.—I have purchased the business of the Heinmiller Grain Co. J. N. Pultz, mgr. of the Heinmiller Co., will be retained.—Robert Alexander.

Onward, Ind.—The Onward Elvtr. Co. has been organized with capital stock of \$20,000 by J. E. Shiveley, Harry Banks, Jacob Eikenberry and others.

Malden sta. (LaCrosse p. o.), Ind.—The Farmers Elvtr. Co., members of which have been shipping grain as individuals, expects to incorporate, and it is probable that an elvtr. will be built later.

Boggstown, Ind.—The Boggstown Grain & Supply Co. will replace its elvtr., which was destroyed by fire in July, with a concrete elvtr., warehouse, and office. L. J. McMillin has the contract. The writer still retains his interest in this elvtr.—N. E. Williams, Fairland Grain Co., Fairland.

Seymour, Ind.—The Farmers Hominy Co. incorporated; capital stock \$50,000. Directors: James B. Thompson, William W. Isaacs, Andrew Rust, Jackson T. Beatty, Clifford R. Jackson, Charles F. Bush and Frank M. Bush. The property was bot two years ago at a receiver's sale by Frank M. Bush.

Wolcott, Ind.—The Farmers' Co-Operative Co. has purchased the Rich Brothers elvtr. and will operate it with its own, erected a few years ago. This leaves but two elevator companies in Wolcott. The business office will be at the Rich elvtr. and in charge of Roy Wilkinson, the company's present mgr.

Eippus, Ind.—The fire which destroyed the elvtr. of O. Gandy & Co. Aug. 23 started from an unknown cause and was discovered at 9:30 o'clock in the evening. It was stated by persons who were near the plant that the fire was first seen when it burst thru the roof of the elvtr. It has been announced that work of rebuilding will be begun at once.

Servia, Ind.—A corn crib of the Farmers Elvtr. which had been temporarily converted into an oat bin, burst recently, the oats running out and spreading for fifty feet or more to the south of the building. The lower section was pushed out by the weight of the grain, some of the stay rods breaking and others being pulled through the studdings. The damage to the building is comparatively slight, and can be easily repaired. Only a small quantity of the grain was wasted.

INDIANAPOLIS LETTER.

The following have been elected to membership in the Indiana Grain Dealers Ass'n: Vandalia Grain & Coal Co., Frankfort, Ind.; Browns Valley Grain Co., Browns Valley, Ind.

Leroy Urmston, owner of the Urmston Grain Co., recently filed suit in the Superior Court against Wm. C. Haywood, former manager, for \$8,000 alleged to be due on loans. The suit charges that Mr. Haywood was advanced \$3,000 on this year's salary, and that he was given more than \$4,000 by a mutual mistake in the compilation of the accounts between Mr. Haywood and the company.

IOWA

Lohrville, Ia.—Mike O'Brien is now mgr. for the Farmers Elvtr. Co.

Woodward, Ia.—D. B. Taylor has sold his elvtr. and is moving to Perry.

Macedonia, Ia.—We have had no fire in our elvtr.—Mickelwait & Young Co.

West Bend, Ia.—Theodore Severson is now mgr. for the Davenport Grain Co.

Cylinder, Ia.—I have just started here as mgr. of this elvtr.—Farmers Union Society, J. M. Hill.

Ottosen, Ia.—The Farmers Elvtr. Co. has been dissolved and I have taken over the elvtr.—J. B. Mertz.

Havelock, Ia.—I am still agt. for the Quaker Oats Co., and O. W. Weaver is helper.—C. C. Cole.

High View sta. (Webster City p. o.), Ia.—C. R. Smith, of Mallard, is now mgr. for the Farmers Elvtr. Co.

Jolley, Ia.—C. E. Kelly is now mgr. for this company, having succeeded M. P. Typper on Aug. 13.—Jolley Farmers Elvtr. Co.

Morley, Ia.—Clifford Miller has succeeded J. R. Bickerstaff as mgr. for Harry Miller.—Diamond Lbr. Co.

Algona, Ia.—A branch office has been opened here by the Adolph Kempner Co. with A. T. Stockdale as mgr.

Shell Rock, Ia.—I have never heard of the Farmers Co-operative Elvtr. Co. reported as being organized here.—X.

Griswold, Ia.—The elvtr. of the Farmers Elvtr. Co., for which Ross Pitman is mgr., has been overhauled and remodeled.

Ryan, Ia.—The grain elvtr. of the A. W. Savage Lumber Co. was struck by lightning Aug. 20. The damage was slight.

Manson, Ia.—Ed Praeger, formerly traveling solicitor for J. P. Griffin & Co. in this territory, has been succeeded by Milt Richards.

Bussey, Ia.—The grain elvtr. which is being built by H. F. Kester is nearly completed. This will make two elvtrs. for Bussey.

Rock Falls, Ia.—I have leased the elvtr. of the Hunting Elvtr. Co. and am operating it, buying grain and livestock.—H. W. Hill.

Panora, Ia.—Mr. Heathman has resigned his position as mgr. of the Farmers Elvtr. Co. and will enlist, probably in the coast artillery.

Hayfield, Ia.—The Quaker Oats Co. has bot the elvtr. of the Hubbard Grain Co. and I have been retained as agt.—F. R. Lackore.

Bremer, Ia.—A meeting was held Aug. 30, by the farmers of this locality for the purpose of organizing a co-operative elvtr. company.

Sioux City, Ia.—The price of new certificates of stock in the Board of Trade has been fixed at \$2,000 by the board of directors.

Sioux City, Ia.—Application for membership in the Board of Trade has been made by the South Dakota Grain Co., of Parkston, S. D.

Muscatine, Ia.—A large elvtr. will be built by the McKee Wholesale Grain Co. The plans call for the construction of concrete tanks.

Cooper, Ia.—R. C. Keene has succeeded Floyd Brown as agt. for the Armour Grain Co., Mr. Brown having been called into military service.

Goldfield, Ia.—The Farmers Elvtr. Co. is taking down its old corn crib and clearing the ground for a new and more up-to-date structure to replace it.

West Bend, Ia.—Ted Severson is my successor as agt. for the Davenport Elvtr. Co. at this place. I have been transferred to Bode.—A. M. Johnson.

Kirkman, Ia.—S. P. Stark, who has been mgr. for the Farmers Elvtr. Co. at River Sioux, will become mgr. for the Farmers Grain & Merc. Co. at this place.

Woodward, Ia.—We expect to repair and remodel the elvtr. which we recently bot from I. B. Taylor & Son as soon as we can.—Schaal Bros., Robert B. Schaal.

Coon Rapids, Ia.—The elvtr. of the Farmers Elvtr. Co. has been rebuilt and some new equipment installed. The capacity of the house is now 30,000 bus.

Marshalltown, Ia.—F. O. Ray, formerly mgr. for the Farmers Co-operative Elvtr. Co., of Ogden, has removed to this place to engage in the grain and feed business.

Swea City, Ia.—Tom Hanifan, who has been mgr. for the Farmers Elvtr. Co. for the past 12 years, has resigned. He has been succeeded by W. R. Richards, of Burt.

Linden, Ia.—We have completed our elvtr. at this place, the work being done by the Burrell Engineering & Construction Co.—W. H. Donald, agt. Armour Grain Co.

Sioux City, Ia.—R. H. Aishton, regional director of railroads, has referred to a local com'te the handling of the local grain situation, and this com'te expects to meet soon to discuss plans for providing switching facilities and sites for elvtrs. which are expected to be erected soon.

Plymouth, Ia.—H. W. Hill, formerly mgr. for the Farmers Elvtr. Co., has removed to Rock Falls, where he has leased and will operate the elvtr. of the Hunting Elvtr. Co.

Lanesboro, Ia.—Geo. J. Streeter has succeeded Jas. Hested as mgr. for the Farmers Elvtr. Co., Mr. Hested having resigned as he expects to enter military service soon.

Ogden, Ia.—F. O. Ray, who has been mgr. for the Farmers Co-operative Elvtr. Co., and has removed to Marshalltown, where he will engage in the feed and grain business.

Bode, Ia.—I am now agt. for the Davenport Elvtr. Co., in charge of the elvtr. recently purchased from Gilchrist & Co., having succeeded C. S. Taylor.—A. M. Johnson.

Hamburg, Ia.—The Farmers Elvtr. Co. has been organized with capital stock of \$25,000 to engage in the grain business. E. A. Smith, J. S. Athen and others are interested in the project.

Laurens, Ia.—C. W. Ferguson has resigned as mgr. for the Farmers Elvtr. Co. and will engage again in farming. He will remain in his present position until his successor is secured.

Weldon, Ia.—I am now associated with Mr. Bell in the grain business, which is conducted under the firm name of W. Bell. We have installed an elvtr. in our 18,000-bu. grain barn.—George Hall.

Orange City, Ia.—Nicholas Jeegerheus has built a 15,000-bu. iron clad elvtr. It is equipped with a 7-h. p. electric motor, 10-ton Fairbanks Type Registering Dump Scale, and 1,500-bu. automatic scale.

Boone, Ia.—On July 31, the Farmers Co-operative Elvtr. & Live Stock Co. bot the elvtrs. of the B. M. Huntley Grain Co. The officers are Arthur Wills, pres. and J. D. Oler, sec'y. W. W. Eaton is mgr.

Crocker, Ia.—We rebuilt our elvtr. a year ago after the old plant burned. We now have a modern plant of 20,000 bus. capacity run by a Fairbanks Morse 15-h. p. Oil Engine.—Central Iowa Grain Co., E. H. Day, mgr.

Lewis, Ia.—W. F. Shindley has his new elvtr. completed. The roofing is of fire-proof material and the outside walls covered with corrugated steel. The foundation is of concrete, making the building rat and mouse proof. It has a capacity of 20,000 bus.

Hampton, Ia.—Burglars broke into the office of the Farmers Elvtr. Co. on the night of Aug. 28. Entrance was made thru a window, and while nothing was missing the next morning, evidence was at hand to show that the robbers attempted to break into the safe.

River Sioux, Ia.—S. P. Stark, who has been mgr. for the Farmers Elvtr. Co., has resigned and will remove Sept. 10 to Kirkman, Ia., to become mgr. for the Farmers Grain & Merc. Co. We have overhauled our elvtr., installing a Hall Signalling Grain Distributor.—I. G. Erb, agt. Updike Grain Co.



Bill your next Car of Grain
to

HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

KANSAS

Sylvan Grove, Kan.—I am now mgr. of the Farmers Co-operative Elvtr. Co.—G. W. Kretzmann.

Coffeyville, Kan.—Fire damaged mill "B" of the Rea Patterson Mlg. Co. to the extent of \$2,000 recently.

Ludell, Kan.—We sold our elvtr. at this station some time ago.—Gooch Mlg. & Elvtr. Co., Lincoln, Neb.

Summerfield, Kan.—J. H. Gillian, who has been mgr. for the Farmers Elvtr. Co., has removed to Lincoln, Neb.

Tyro, Kan.—The Southern Kansas Grain Co. has bot the Tyro Supply Co.'s elvtr. Its capacity is 50,000 bus.—D. Mahaffy.

Willis, Kan.—The Willis Farmers Union Co-operative Ass'n has purchased a Hall Signaling Grain Distributor for its new elvtr.

Geneseo, Kan.—I have a small holding in the Geneseo Grain Co., of which H. L. Shellenberger is mgr.—M. B. McNair, Lyons.

Wilsey, Kan.—Calvin Reeves has resigned as mgr. of the elvtr. of the C. R. Kinkel Estate, and has been succeeded by Arthur Myers.

Sedgwick, Kan.—I have bot the elvtr. of the Clark Grain Co. at this point, but am not ready for business at this time.—G. E. Heald.

Morrill, Kan.—G. E. Heald, who was formerly in the grain and coal business at this place, has bot the elvtr. of the Clark Grain Co. at Sedgwick.

Norwich, Kan.—The elvtr now under construction for the Farmers Co-operative Elvtr. & Supply Co., and to be of 25,000 bus. capacity, is nearing completion.

Clafin, Kan.—Julius Brockel is now grain buyer for the Clafin Mill Elvtr. Co., which recently increased the capacity of its mill and added to the storage capacity of its elvtr.

Reserve, Kan.—T. C. Cook, who has been mgr. for the Farmers Elvtr. Co at Fairview, will succeed me as mgr for the Reserve Farmers Union Co-operative Ass'n.—H. J. Fernan.

St. John, Kan.—Fred A. Forsha, who formerly owned the St. John Mill & Elvtr. Co., and who disappeared about 3 years ago, returned to New York from Haiti recently and died there Sept. 2.

Lebanon, Kan.—We are remodeling and rebuilding our elvtr., putting on new iron sheathing and installing new cleaners, ear corn feeder, and a hopper scale.—Lebanon Mill & Elvtr. Co., C. M. Isom, sec'y.

Wellsville, Kan.—The Star Grain & Lumber Co. is erecting a cribbed elvtr. of 35,000 bus. capacity, equipped with two legs, sheller, cleaner, 3-roll mill, No. 9 Bowsher Feed Mill, power shovel, individual motor drive using 9 G. E. Motors. W. C. Bailey has the contract.

Newton, Kan.—The R. A. Goerz Mlg. Co. has completed its large elvtr. and storage bins. The mill proper, which is a 1,000 bbl. structure, will soon be completed. The large office building, which was included in the original plans, will not be built until after the war.

Phillipsburg, Kan.—We have repaired our plants here and at Agra, and built rat proof dumps and pits. New elevating machinery has been put in both places, and a new engine house was built and a cleaner and grinder installed here.—R. F. Ader-son, mgr. Farmers Union Co-op. Ass'n.

Homewood, Kan.—An elvtr. is being built for the Star Grain & Lumber Co. by W. C. Bailey. It is a studded, iron clad house, equipped with a 20-h. p. engine, sheller, cleaner, rope drive, and has a capacity of 13,000 bus. Elvtrs. of similar construction will be built at Princeton and Leloupe.

Waterville, Kan.—S. A. Steenson, sec'y and mgr. for the Farmers Grain & Livestock Co., has resigned that position to become traveling representative in Iowa, South Dakota and North Dakota for the Mensendieck Grain Co. Ralph McAtte, of Winifred, has succeeded him in the position here.

Lee-Warren Mlg. Co. has been changed to the H. D. Lee Flour Mills Co., no change having been made in management or in the board of directors, however. A recent report giving the new name of the company as the H. D. Lee Flour Milling Co. was incorrect, as was the statement that the company operates a line of elevators.

Hutchinson, Kan.—The elvtrs., which the Consolidated Flour Mills Co. recently purchased from the Southwestern Grain Co., of Stafford, are located along the line of the Anthony & Northern Ry. Ten of the elvtrs. were owned by the latter company, and 2 were leased, the leases being transferred to the purchasers under the terms of the deal. R. W. Vance, who was formerly executive sec'y to Senator Emerson Carey, federal fuel administrator for Kansas, and lately sec'y of the Southwestern Grain Co., will remain with the Consolidated Mlg. Co. as mgr. of the grain dep't. The deal is reported to involve property and stocks of grain on hand to the value of approximately \$125,000.

Topeka, Kans.—We continue to receive complaints of certain milling and line companies paying prices at some of their stations in excess of what the market will justify. We believe companies that insist on paying such prices can be reached by law. The Kansas legislature in 1915 enacted a law, known as Chapter 363, to prohibit discrimination and unfair trade. It was the intent of the legislature in enacting this law to prohibit the Standard Oil Company from driving the independent oil companies out of business. Section 4 of this act provides that all prosecution and proceedings brought to enforce this act must be brought by the attorney general, or at the direction of the governor. Now, if you have cause for complaint, file complaint, giving all facts with the Governor, and he will immediately pass it to the Attorney General for investigation.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

KENTUCKY

Georgetown, Ky.—The oats house of Logan & Haggin collapsed Aug. 26. They will rebuild immediately, and expect to install new machinery and scales.

Hopkinsville, Ky.—The elvtr., flour and corn mill of James Tate & Co. was burned by fire started by lightning Sept. 2. The elvtr. contained 16,000 bus. of grain.

Louisville, Ky.—When a scaffold fell at the plant which is being rebuilt for the Kentucky Public Elvtr. Co. two carpenters, employed by the Witherspoon-Englar Co., the contractors, were badly injured in their fall of 25 feet.

MARYLAND

BALTIMORE LETTER.

E. Steen & Bro. have ordered 2 Hall Signaling Grain Distributors.

M. L. Jenks, of Duluth and Minneapolis, has been elected to membership in the Chamber of Commerce.

Robert E. Lee Marshall, J. Allan Sauerwein, and M. L. Jencks have been admitted to membership in the Chamber of Commerce.

At a meeting of the members of the Chamber of Commerce, held Sept. 3, an amendment was adopted to Article 24, Section 1, of the by-laws, changing the commission rate on hay and straw to read as follows, viz.: hay or straw, 5% on gross sales, but not less than \$1.50 per ton on hay, and \$1 per ton on straw. And Article 12, Section 7, of the by-laws was amended by the addition of the following, in line 9, viz.: On all hay, carlots or less than carlots, sold for delivery through the hay terminals of the railroads, the buyer shall pay a charge of 50c per ton, for such delivery.

E. O. Boyd, grain exporter, has entered the employ of Sheldon & Co., New York, customs brokers, as mgr. of their export department.

John H. Linthicum, a former grain dealer in this market, has again entered the trade, entering the employ of John T. Fahey & Co. on Sept. 1. Mr. Linthicum will act as auditor and accountant for the firm.

MICHIGAN

Warren, Mich.—No one is handling grain here this year.—A. V. Church.

Au Gres, Mich.—The Au Gres Elvtr. Co. has purchased a Hall Signaling Distributor for its elvtr.

Bloomington, Mich.—Our stock has been increased from \$14,000 to \$16,800.—Bloomington Milling Co.

Forest Hill, Mich.—We have installed electric motors, and a new grinder.—Forest Hill Elvtr. Co., Elmer N. Post, mgr.

St. Louis, Mich.—George Young, formerly agt. for the Bad Axe Grain Co., at Applegate, is now agt. for the company here.

Sebewaing, Mich.—Scoopors are operating here. Jno. C. Liken & Co. are the only regular dealers here.—G. C. Marotzke.

Reese, Mich.—The Reese Farmers Co-operative Ass'n has ordered a Hall Signaling Grain Distributor for its elvtr. at this point.

Detroit, Mich.—Ralph W. Taylor, of Louisville, Ky., has been appointed Federal Grain Supervisor for this district, with headquarters in this city.

Onsted, Mich.—F. N. Morey is mgr. for the Onsted Co-operative Ass'n, which recently took over the management of the elvtr. of the Onsted & Kerr Co.

Collins, Mich.—A. C. Van Sickle has succeeded the J. D. McLaren Co. at this point, and also at Ionia. There will be no change in equipment.—Geo. E. Knowles, agt.

Applegate, Mich.—George Young, who has been agt. for the Bad Axe Grain Co. at this place, has been transferred to the company's station at St. Louis, and placed in charge of the elvtr. there.

Saginaw, Mich.—The annual meeting of the Michigan Bean Jobbers Ass'n will be held in Saginaw Sept. 19-20 at the Bancroft Hotel. The com'te for amending our rules, by-laws and contract will meet in the office of the Michigan Bean Jobbers Ass'n, Sept. 11. Any suggestions should be sent the sec'y, who will present them to the com'te.—W. J. Orr, Pres.

MINNESOTA

DeGraff, Minn.—Raymond Long is now mgr. of the elvtr. of Jas. McQuaid.

Tunton, Minn.—Lars Grong has resigned his position as agt. for G. W. Van Dusen & Co.

Ashby, Minn.—The Northwestern Elvtr. Co. has been opened. C. E. Thorstenson is grain buyer.

Comfrey, Minn.—The Springfield Mlg. Co. is contemplating repairing its elvtrs. at this point.

Stillwater, Minn.—Draws Bros. have commenced the erection of an elvtr. with a capacity of 60,000 bus.

Green Isle, Minn.—The Equity Whse. Co. is contemplating installing a motor to replace its gasoline engine.

Lafayette, Minn.—The Lafayette Farmers Elvtr. Co. recently installed a cleaner and 3 motors in its elvtr.

Redwood Falls, Minn.—I have removed from Delhi to this place, and am now with Bingham Bros.—Wm. Steele.

Clara City, Minn.—The St. Anthony & Dakota Elvtr. Co. has bot the No. 2 elvtr. of the Northwestern Elvtr. Co.

Delavan, Minn.—E. W. Ronning has been chosen as mgr., and Ralph Wadall as ass't mgr., for the Farmer Elvtr. Co.

Litchfield, Minn.—The Equity Society has taken over the Quinn elvtr. August Nelson of Crosby, N. D., will be the mgr.

Walnut Grove, Minn.—I am no longer agent of the Commander Elvtr. Co. and have moved to Worden, Mont.—F. M. Webb.

Magnolia, Minn.—An interest in the local business of Hubbard & Palmer has been purchased by J. H. Bowron, who will manage the business.

Reading, Minn.—The West Elvtr., owned by the Stockdale & Maack Co., has been bot by the Farmers Elvtr. Co., for which Mr. Otterson is mgr.

Chandler, Minn.—Jack Cortney, formerly mgr. for the Farmers Elvtr. Co. of Lakefield, is now mgr. of the local office of the Bennett Grain Co.

Copas, Minn.—The elvtr. and potato warehouse of the Anderson Retail Lbr. Co. has been leased by the Stillwater Market Ass'n, of Stillwater.

Holloway, Minn.—The Farmers Elvtr. Co. has built an addition to its corn crib, together with a room adjoining the office to be used for a directors' room.

Currie, Minn.—The elvtrs. of the Anchor Grain Co. and Hubbard & Palmer have been bot by Ted Paal, who will operate the 2 houses with Peter Klimey as buyer.

Dale, Minn.—The 20,000-bu. elvtr. of the Hawley Farmers Elvtr. Co., of Hawley, is nearing completion and will soon be placed in operation with Tneo. Olsen as mgr.

Lakefield, Minn.—Jay Donaldson, who has been buyer for the Farmers Elvtr. Co., has removed to Durupt, S. D., where he is agt. for the Winter-Truesdell-Ames Co.

Belle Plaine, Minn.—F. H. Mensing, formerly mgr. for the Cascade Mlg. & Elvtr. Co. of Cascade, Mont., is now mgr. for the Belle Plaine Farmers Co-operative Elvtr. Co.

Canby, Minn.—The Farmers Grain & Stock Co. has been organized with capital stock of \$25,000, to engage in the grain and livestock business. T. O'Connor is pres.

Walnut Grove, Minn.—The Farmers Elvtr. Co. has bot the Commander elvtr., operating both under the same management.—Farmers Elvtr. Co. S. M. Roti, mgr.

Twin Valley, Minn.—The C. E. Peterson Co. incorporated to engage in the grain and hay business; capital stock, \$10,000; incorporators, C. E. and N. Peterson, and others.

Montevideo, Minn.—Person & Lee have been remodeling their elvtr., and have installed a new 10-ton automatic oil control dump scale for wagons, auto trucks, and sleighs.

Duluth, Minn.—George F. Robson, vice-pres. and mgr. for Turle & Co., of Duluth and Minneapolis, will leave for Minneapolis soon to take charge of the firm's business in that market.

Utica, Minn.—John Campbell, who has been mgr. for the Utica Grain Co., has resigned because of ill health, and he will be succeeded by H. A. Tubbs, formerly a traveling solicitor.

Kiester, Minn.—W. B. Story, who recently became mgr. for the Farmers Elvtr. Co., has been compelled to resign because of ill health, and he has been succeeded by Johannes Johnson.

Montevideo, Minn.—Fred Hallberg, who has been traveling solicitor for the Johnson-Olson Co., of Minneapolis, with headquarters here, is now sales mgr. for the company at its Minneapolis office.

St. Bonifacius, Minn.—The elvtr. of the State Elvtr. Co. has been bot by the Powers Elvtr. Co., who will place it in operation after making needed repairs. Albert Kunz will be retained as agt.

St. Paul, Minn.—Elvtrs. have been purchased, and are now being operated, in the following towns by the Equity Co-operative Exchange: Litchfield, Minn.; Fessenden, Sanborn, Christine, Drake, Hope, Courtenay, Mapes, Lakota, St. Johns, Esmond, Hunter, Selz, Wellsburg, Carpio, Balfour, Wimbledon, Bowdon, Harvey and Blanchard, North Dakota.

Villard, Minn.—O. H. Peper is pres., C. M. Higley, sec'y and A. H. Anderson is mgr. for this company, which was recently organized, and which bot the elvtr. of R. L. Smith.—Villard Farmers Elvtr. Co.

Ellendale, Minn.—Carl Torgerson was re-elected mgr. for the Farmers Mlg. & Elvtr. Co. recently, and Albert Berg was elected assistant mgr., the latter taking the place of Albert Miller, who is now at Camp Wadsworth, S. C.

Plummer, Minn.—The elvtr. of the Atlantic Elvtr. Co. has been taken over by J. O. Carlson and S. I. Miller, and the business will be conducted under the name of the Plummer Grain Co. with Mr. Carlson as mgr. Mr. Carlson was formerly traveling auditor for the Atlantic Elvtr. Co.

Marshall, Minn.—The Marshall Mlg. Co. has increased the capacity of its flour mill from 1,200 bbls. to 2,000 bbls. and has just completed a corn mill of 800 bbls. capacity. New track scales were installed and other equipment added. The T. E. Ibberson Co. did the work. The company also has under construction 10 reinforced concrete storage tanks which will have a combined capacity of 400,000 bus.

Red Wing, Minn.—Elvtr. "A" of the Red Wing Mlg. Co. was damaged to the extent of several hundred dollars recently when heavy timbers supporting the garner fell with a crash, causing the collapse of the north wall of the elvtr., facing the levee, and scattering a great quantity of wheat on the tracks below. The damage to the interior of the elvtr. will be considerable as heavy timbers were smashed into kindling wood. No one was in the elvtr. at the time of the accident. The north wall will have to be practically rebuilt.

MINNEAPOLIS LETTER.

The Midway Elvtr. has been made regular under Chamber of Commerce rules.

Harry Olson, of the Johnson-Olson Co., has entered military service, and his position as sales mgr. is now being filled by Fred Hallberg, a traveling solicitor for the company.

O. D. Christenson, formerly with Stair, Christenson & Timerman, is now with the Cereal Grain Co., and Irving Stair, formerly with the same company, is now with the Brooks Elvtr. Co.

The following request for transfer of membership has been posted in the Chamber of Commerce: From W. Y. Greely to A. C. Andrews. The following memberships have been transferred: From Alex. Stewart to Harry Nelson; L. H. Clough, Jr., to Richard F. Storch; J. W. Robinson to John W. Allen.

MISSOURI

Butler, Mo.—I have succeeded C. W. Garard as manager of the J. Gerlach Grain Co.—Fred. I. Glenn.

Springfield, Mo.—The Greene County Farmers Ass'n plans to build elvtrs. at Springfield, Ash Grove, Willard, Republic and Strafford.

Conception, Mo.—The Conception Elvtr. Co. contemplates installing new belting, a corn cleaner, corn sheller and an electric motor in its elvtr.

Norborn, Mo.—Asa T. Bales will be mgr. in charge of the 50,000-bu. elvtr. which we are building.—R. V. Seward Grain Co., Kansas City.

Forest City, Mo.—A luncheon was given by the president, directors and employees of the Farmers Elvtr. Co. at the home of their mgr., H. E. Combs, Aug. 24, in honor of his birthday.

Smithton, Mo.—We bot the elvtr. of Goode & Harriman, which is located on the Mo. Pac. Ry. at this place, has a capacity of 12,000 bus., and is of steel construction. Wm. Wagenkaalt is pres. of this company. R. H. Cotten is sec'y and E. H. Haire is treas.-mgr.—Farmers Elvtr. Co.

Adrian, Mo.—This company, which was recently organized, will build a 25,000-bu. elvtr. with a large storage room, 6,000-bu. corn crib, and a meal and feed mill, all under one roof. An office will be erected near the plant. We expect to use electric power. The contract for the construction and equipment of the plant has been let. E. W. Timmons is sec'y of the company.—John Dever, pres. Adrian Elvtr. S. & S. Co.

Knobnoster, Mo.—Our mill burned Aug. 18. Fire caused by spontaneous combustion in slack in fuel room. Loss, \$50,000; only partially covered by insurance. Wheat to the amount of 7,236 bus., 762 bus. corn, 138 bbls. flour, 2,000 lbs. meal, and 3,000 chop, flour, feed and meal bags were destroyed, the stock loss amounting to about \$20,000. Our loss above insurance is \$11,000. Our concrete elvtr. which was within 6 feet of warehouse and was very slightly damaged, contained 50,000 bus. of wheat. Will not rebuild until conditions become normal again.—Acme Mlg. Co., Ed. S. Harte.

KANSAS CITY LETTER.

James N. Russell, pres. of the Russell Grain Co., will leave soon for Camp Pike, Arkansas, to enter officers' training camp.

Elevators in this market have advanced the charge for transferring wheat to 1c per bu. Formerly the charge was ½c, and originally it was ¼c.

C. C. Randall, for several years an inspector in the Board of Trade Inspection Dept., has resigned and is now with the Morrison Grain Co. as traveling solicitor.

Contract has been awarded by the Kansas Flour Mills Co. for the erection here of 2 reinforced concrete elvtrs. with total capacity of 250,000 bus., and to cost \$100,000.

At a special meeting of the directors of the Board of Trade held Sept. 4 the following resolution was adopted to become effective Sept. 6: Resolved, that on all grain sold to Kansas City elvtrs. and mills, that the seller in invoicing for this grain shall make an arbitrary deduction of \$25 per car on account of freight charges, and that the sellers of grain shall pay the freight, and when this freight is paid, the seller shall immediately bill on the buyer for \$25 for each car, attaching thereto the expense bill.

In a recent bulletin, Sec'y Smiley of the Kansas Grain Dealers Ass'n states that Mr. Piazzek, Kansas City agt. for the Food Administration Grain Corporation is alleged to have made the statement that terminal elvtrs. at Galveston and Texas City are filled and at the rate grain is going into store at Kansas City, it will be only a short time until the storage capacity at that terminal will be taken. Mr. Smiley believes there is no good reason why a part of the Kansas wheat crop should not be stored in the state where it can be ground by Kansas mills and by-product kept for feed, for if even 60% of the Kansas crop has moved out of farmer's hands, it is reasonable to assume that not later than November, practically all of the Kansas wheat crop will be shipped out of the state, and stored in terminals out of the state.

ST. JOSEPH LETTER.

The plant of the Schreiber Grain & Milling Co. burned Sept. 6. Loss, \$125,000.

The Helm-Kerr Hay Co. has dissolved, and Mr. Helm will engage in business under the style of the G. W. Helm Grain Co. Mr. Kerr will enter the hay business at Kansas City.

ST. LOUIS LETTER.

Julius Schuerman, who has been with the O'Connor Market Reporter, is now associated with the Seele Grain Co.

Roy P. Atwood, of R. P. Atwood & Co., has been commissioned a captain in the forage division of the quartermaster dept of the army, and will be chief ass't under Major Owens in the office in Chicago.

MONTANA

Montague, Mont.—C. F. Burge is now mgr. for the Montana Elvtr. Co.

Twodot, Mont.—C. O. Cook is no longer mgr. of the Equity Co-operative Ass'n.

Ismay, Mont.—I am now agt. for the Columbia Elvtr. Co., having succeeded Mr. Tracy.—W. Panks.

Belfry, Mont.—The recently completed elvtr. of the Occident Elvtr. Co. has been placed in operation with Mr. Garrett as agt.

Lewistown, Mont.—Paul R. Trigg, mgr. for the Western Grain & Lbr. Co., has been appointed sec'y of the state. Liberty Loan executive com'te.

Shelby, Mont.—M. D. McIver has resigned his position as mgr. for the Equity Co-operative Ass'n, and will remove to Hinsdale where he will be engaged in the grain business.

Cascade, Mont.—F. H. Mensing, formerly mgr. for the Cascade Mlg. & Elvtr. Co. at this place, has removed to Belle Plaine, Minn., where he is now mgr. for the Belle Plaine Farmers Co-operative Elvtr. Co.

Scobey, Mont.—The Montana & Dakota Grain Co. is rebuilding its elvtr. which was recently damaged by fire. A number of improvements are being made in the elvtr. including the installation of a Bird Semi-Automatic Shipping Scale.

Musselshell Valley, Mont.—A. Markuson, of the Musselshell Valley Grain Co., has gone to Ingomar, Mont., where he will operate the grain elvtr. for a short time. His work completed, he will take charge of the elvtr. at Sumatra, Mont.

NEBRASKA

Wayne, Neb.—The firm of Copp & Ellis has entered the grain business here.

Bostwick, Neb.—The Farmers Union Elvtr. has been repaired and enlarged.

Gilead, Neb.—The Wright-Leet Grain Co.'s elvtr. is to be repaired and painted.

Minden, Neb.—M. E. Blanchard is now mgr. for the Farmers Grain & Supply Co.

Wayne, Neb.—The Farmers Union Elvtr. Co. was slightly damaged by fire recently.

Garrison, Neb.—The Farmers Grain Co. will install a Hall Signaling Grain Distributor.

Atlanta, Neb.—A Hall Signaling Grain Distributor will be installed in the elvtr. of Sells & Rector.

Marsland, Neb.—I am operating a 3,500-bu. elvtr. here, and am the only grain dealer.—C. A. Bouck.

Albion, Neb.—Herman Hanneman, formerly employed at the Albion Elvtr. Co. will go to South Dakota.

Palmyra, Neb.—The Duff Grain Co. contemplates taking down its elvtr. and erecting a new one on the site.

Bostwick, Neb.—The Bostwick Farmers Union is equipping its elvtr. with a Hall Signaling Grain Distributor.

Arcadia, Neb.—We have sold our elvtr. to the Taylor-Harden Grain Co. of Loup City.—Wilsey Grain Co., Lincoln.

Lincoln, Neb.—The 12,000-bu. elvtr. being built for the Union Stock Yards by the Birchard Construction Co. is about finished.

Utica, Neb.—The Farmers Grain Co. will equip its elvtr. with two electric motors. The Birchard Construction Co. will install them.

Denton, Neb.—Clarence Scott, until recently with the Farmers Elvtr. Co., has accepted a position with the Havelock shops.

Yutan, Neb.—Ernest Holtorf has resigned his position as agt. for the Trans-Mississippi Grain Co. and has engaged in farming.

Perth, Neb.—The Farmers Grain & Coal Co. is erecting a cribbed elvtr. of 25,000-bu capacity, equipped with 15-h.p. engine, 6-ton Fairbanks Wagon Scale, 10-bu. Richardson Automatic Scale, No. 3 Eureka Cleaner and rope drive. Contract was let to W. C. Bailey.

Clatonia, Neb.—A 25,000-bu. corn crib is being erected by the Farmers Elvtr. Co. The contract was let to the Birchard Construction Co.

Holbrook, Neb.—John Tripe is mgr. for the Farmers Union Co-operative Ass'n, which recently took over the elvtr. of the old Farmers Elvtr. Co.

Columbus, Neb.—The elvtr. for which the Columbus Roller Mills recently let contract is now under construction. Its capacity will be 4,000 bus.

Mercer, Neb.—An elvtr. is being erected by Mr. Johnson of Fremont, Neb. It will be of steel and concrete construction, with a capacity of 25,000 bus.

Callaway, Neb.—D. H. Barker, who was formerly engaged in the grain business here, has succeeded B. J. Laughlin as mgr. for the Callaway Elvtr. Co.

Houston, Neb.—The elvtr. and coal sheds of the Updike Grain Co. were burned recently. A quantity of coal was destroyed, but no grain was lost.

Loomis, Neb.—A 40,000-bu. concrete elvtr. is being erected by the Farmers Co-operative Elvtr. Co. The contract was let to the Birchard Construction Co.

Sidney, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, Wm. Sherman, N. E. Wood, M. M. Kline and others.

Chappell, Neb.—A new lumber and implement building is being erected by the Farmers Elvtr. Co., and the work is well under way. The building is to be 24x76 feet.

Houston, Neb.—The Updike elvtr. was burned Aug. 20. The fire started in the coal bins and five or six carloads of coal were consumed. There was no grain in the elvtr.

Hamlet, Neb.—W. A. Romine is pres. of this company, which recently bot the elvtr. and lumber yard of the F. C. Krotter Co.—O. E. Nutzman, mgr. Hamlet Equity Union.

Big Springs, Neb.—The Farmers Elvtr. Co., which was recently incorporated, will begin the erection of an elvtr. at once. Some of the material and machinery is already on the ground.

Callaway, Neb.—J. D. McFate is pres. and F. M. McBrew is sec'y of this company, which was recently organized and which is engaged in the grain business.—W. E. Reeder, mgr. Farmers Elvtr. Co.

Colton, Neb.—The elvtr. built by the Farmers Union Co-operative Ass'n will soon be completed. It has a capacity of 15,000 bus. Officers are M. M. Kline, pres.; Emory Planck, v. pres.; Fritz Brauer, treas.

Deweese, Neb.—The J. F. Grosshans Grain & Lumber Co. is building an elvtr. of 15,000-bu. capacity, studded and iron clad, equipped with cleaner, 500-bu. Howe Hopper Scale, Howe Wagon Scale and G. E. Motor. W. C. Bailey has the contract.

Berlin, Neb.—The elvtr. being erected by the Farmers Union Co-operative Ass'n is to be of 25,000 bus. capacity, and its equipment will include an oil engine, Fairbanks Dump Scale, and a 10-bu. Richardson Automatic Scale. W. C. Bailey has the contract.

Omaha, Neb.—I have closed my office for an indefinite period, and will make my home in Los Angeles, Cal. This change is made for the benefit of Mrs. Chambers' health. My business has been turned over to J. B. Swarengen to be operated for his account during the period of my absence.—W. H. Chambers.

Omaha, Neb.—Suggestion has been made by Henry T. Clarke, attorney and traffic mgr. for the Grain Exchange, that all railroads entering Omaha have a joint agt. in the Exchange building with authority to sign Bs/L and to act for the carriers in all grain matters. This was done in answer to a letter from Mr. Snyder, representing Mr. Jeffers, chairman of the Terminals Com'te, calling attention to delays in giving disposition orders, etc., on outbound loading.

Dalton, Neb.—The Bridgeport Lbr. Co. has recently completed and placed in operation its 55,000-bu. reinforced concrete elvtr. The equipment includes a 15-h.p. Type "Z" Fairbanks Morse Engine, 10-ton auto truck scale, and a 10-bu. Richardson Automatic Scale. W. C. Bailey did the work. W. J. Ewing is local mgr. for the company.

NEW ENGLAND

Foxboro, Mass.—Joseph A. Fulton has resigned his position as mgr. of the Foxboro Grain Co. and has accepted a government position.

Boston, Mass.—Arthur S. Heathfield, of Thos. D. Heathfield & Son, hay, grain and feed brokers, left Sept. 1 for New York where he will shortly embark for France to serve in the Y. M. C. A. service.

NEW MEXICO

Laving, N. M.—The Laving wheat and corn mill has discontinued business for the duration of the war.—C. P. Pardue & Co.

Willard, N. M.—At a recent meeting held by the Isbell New Mexico Elvtr. Co. Clinton G. Edgar was elected pres. The company will erect additional warehouses.

NEW YORK

New York, N. Y.—I was formerly connected with the Husted Milling Co. and also Pratt & Co., both of Buffalo. I am now engaged in the grain and mill feed business in this city, operating under my own name.—O. E. Auerbach.

New York, N. Y.—The annual election of the American Cotton & Grain Exchange was held recently, and the following directors were elected for the ensuing year: Joseph C. Cooper, New York; Joseph F. Cannon, North Carolina; S. Y. West, Arkansas; Thomas C. Burke, Oregon; Charles T. Baker, South Carolina; W. S. Forbes, Virginia; Walter C. Pitner, Georgia; Stephen P. Hackley, New York; William B. Drake, Jr., North Carolina; Robert L. Cooper, New York; and William P. Jackson, New York.

NORTH DAKOTA

McVile, N. D.—Kneifel & Zeevold are remodeling their elvtr.

Sanborn, N. D.—J. W. Brenner is the new mgr. of the Equity Elvtr.

Selfridge, N. D.—Messrs. Ringhorn and Hasen intend to erect an elvtr.

Clyde, N. D.—Ed Evans is mgr. of the Farmers Co-operative Elvtr. Co.

Minto, N. D.—E. F. Moore is now mgr. for the Grain Growers Elvtr. Co.

Hazelton, N. D.—A fireproof vault is being built by the Farmers Elvtr. Co.

Sykeston, N. D.—Mr. Morrison is the new mgr. for the Occident Elvtr. Co.

Gladstone, N. D.—The elvtr. of the Gladstone Equity Exchange burned Aug. 26.

Pillsbury, N. D.—The Pillsbury Farmers Elvtr. Co. is making repairs in its elvtr.

Halliday, N. D.—The Halliday Grain Co. will make some improvements in its elvtr.

Crystal, N. D.—The Farmers Elvtr. Co. has sold its elvtr. to a company of farmers.

Carson, N. D.—The Grant Grain Co. has bot the elvtr. of the Western Improvement Co.

Hensel, N. D.—The State Elvtr. Co. has sold its grain elvtr. to the Powers Elvtr. Co.

Silverleaf, N. D.—The Farmers Elvtr. Co. has recently erected new concrete coal sheds.

Lankin, N. D.—Lightning struck the Spaulding Elvtr. Co. causing slight damage to the roof.

Beach, N. D.—J. J. Wysocki, formerly mgr. for the Farmers Grain Co., at South Heart, has removed to this point where he will be mgr. of the elvtr. of the Farmers Co-operative Club.

Minot, N. D.—H. M. Brassett is now in the employ of Russell-Miller Milling Co. as grain buyer.

Blanchard, N. D.—The Powers Grain Co. has bot the State Elvtr. Mr. Zimmerman is in charge.

Harvey, N. D.—The elvtr. of the Schmitz Grain Co., in which N. Polkes is a partner, burned recently.

Walhalla, N. D.—The elvtr. of the State Elvtr. Co. has been taken over by the Powers Elvtr. Co.

Maddock, N. D.—The Farmers Elvtr. Co. has recently completed and placed in operation its new elvtr.

Hobart sta. (Sanborn p. o.), N. D.—H. C. Barber has opened the N. J. Olsen & Sons elvtr. for business.

Harvey, N. D.—The elvtr. and coal business of Chris Boettcher has been bot by George and Henry Delk.

Dickinson, N. D.—Fred Eslinger has been appointed mgr. of the Farmers Co-operative Union Elvtr. Co.

Wimbleton, N. D.—The Equity Co-operative Exchange of St. Paul has rented the elvtr. of R. Glendening & Co.

Esmond, N. D.—The elvtr. of the Great Western Grain Co. has been bot by the Esmond Equity & Trading Co.

Edgeley, N. D.—G. W. Jagerink, formerly agt. for the Powers Elvtr. Co. at this point, has removed to Eldridge.

Mohall, N. D.—Chas. Conklin has been re-elected pres. of the Mohall Farmers Elvtr. Co., and George Putnam, sec'y.

Penn, N. D.—O. V. Lundberg, who has been agt. for the Winter-Truesdell-Ames Co., has resigned and removed to Adams.

Lakota, N. D.—The Equity Exchange has bot one elvtr. of the Hartin Grain Co. The Hartin Co. is doing business in its old house.

Havana, N. D.—Norman & Johnson's elvtr. has been purchased by the Farmers Co-Operative Grain Co. and the Havana Elvtr. Co.

Durupt, N. D.—Jay Donaldson, formerly buyer for the Farmers Elvtr. Co., of Lakefield, Minn., is now agt. for the Winter-Truesdell-Ames Co.

Richardton, N. D.—August Koesel, formerly mgr. for the Farmers Union Elvtr. Co., has removed to this place to engage in the grain business.

Overly, N. D.—Overly Co-operative Elvtr. Co., incorporated; capital stock \$25,000. Incorporators, Warren T. Smith, William Halls and Hans Eikens.

Venlo sta. (Anselm p. o.), N. D.—The Farmers Elvtr. Co., for which A. E. Carter is mgr., will make a number of improvements in its house.

Northwood, N. D.—Thomas Pendergast, formerly mgr. for the Farmers Elvtr. Co., of Larimore, has become mgr. for the Farmers Elvtr. Co. here.

Hebron, N. D.—August Koesel, until recently mgr. of the Hebron Farmers Elvtr. Co., has gone to Richardton. He will engage in business for himself.

Rolla, N. D.—E. M. Jacobsen has resigned as agt. for the St. Anthony & Dakota Elvtr. Co., and he has been succeeded by J. N. Peat, of Willow City.

South Heart, N. D.—J. J. Wysocki, formerly of this place, has removed to Beach, where he will be in charge of the elvtr. of the Farmers Co-operative Club.

Dickinson, N. D.—Fred Eslinger, formerly of Richardton, has succeeded Henry Griswold as mgr. for the Farmers Co-operative Elvtr. Co., Mr. Griswold having resigned.

Stanley, N. D.—The recent report that the St. Anthony & Dakota Elvtr. Co. is building an elvtr. at this place is incorrect, as the house is being erected at Lostwood.

Bismarck, N. D.—A jury in federal court here recently returned a verdict in favor of the Van Dusen Harrington Co., of Minneapolis, in its suit against J. A. Reuter & Co., of Garrison, N. D., to recover \$19,917 alleged to be due in several option trading deals. The full amount, with interest, was allowed the plaintiffs.

Almont, N. D.—C. M. Smestad has resigned his position as mgr. for the Farmers Union Merc. Co. to become mgr. for the Farmers Union Elvtr. Co., at Hebron.

Ellendale, N. D.—Frank M. Walton and J. Roy Crowley have formed a partnership in the general grain and coal business under the name of the Ellendale Grain & Produce Co.

Lostwood, N. D.—The St. Anthony & Dakota Elvtr. Co. is building an elvtr. on the site of the old Imperial Elvtr. at this station, which is on the Stanley branch of the Great Northern.

Marmarth, N. D.—When the state insurance inspector recently inspected the electric wiring in the elvtr. of the Equity Elvtr. Co. he found it defective in several respects and ordered corrections to be made.

Cogswell, N. D.—This company recently purchased the elvtr. on the C. & N. W. formerly owned by P. H. Sothman, and operated by the Cogswell Independent Elvtr. Co.—Norman & Johnson Grain Co., Oscar Lee, mgr.

Hebron, N. D.—C. M. Smestad, formerly mgr. for the Farmers Union Merc. Co., of Almont, has succeeded August Koesel as mgr. for the Farmers Union Elvtr. Co. Mr. Koesel removed to Richardton to enter the grain business for his own account.

Clyde, N. D.—This company has bot the elvtr. of the Monarch Elvtr. Co. and now, with 2 houses, has total capacity of 80,000 bus. The equipment of the Monarch Elvtr. includes a platform dump scale, double legs, 700-bu. cleaner and 15-h. p. gas engine.—H. L. Hogan, mgr. Clyde Elvtr. Co.

Fonda, N. D.—The Farmers Grain Co. bot the elvtr. of the Atlantic Elvtr. Co. at this place last June, and has built an office between the engine room and the elvtr. We have installed a cleaner and a hopper scale, and are installing a small electric light plant with storage batteries.—O. A. Burgeson, mgr.

OHIO

Genoa, O.—C. A. Powers of the Powers Elvtr. Co., is a candidate for state senator.

Lima, O.—The Pollock Grain Co. has moved its offices from Middle Point, O., to Lima.

Saint Paris, O.—The Lock Two Grain & Milling Co. has installed a 35 h. p. kerosene engine.

Weston, O.—The elvtr. of J. L. Underwood & Son burned. Loss, about \$12,000.

Circleville, O.—The Heffner Grain Co. has increased its capital stock from \$15,000 to \$30,000.

Bowling Green, O.—A meeting of the Northwestern Ohio Grain Dealers Ass'n was held Sept. 2.

Marysville, O.—Fire was discovered at the elvtr. of Spurrier Bros. Sept. 2, but was extinguished before it had made much headway. The cause is unknown.

Madison Mills, O.—I have secured control of the 12,000-bu. elvtr. formerly owned by W. E. Early and will operate it with my main office at Circleville.—Robert B. Snow, Circleville.

Norwalk, O.—The Firelands Elvtr. Co. incorporated; capital stock, \$30,000. Directors: Finlay Hester, pres.; E. Lawrence, v. pres.; J. E. H. Hafner, sec'y; Thos. Reeder, treas.; John Bohn, H. D. Drake, Geo. Schwan, H. W. Snyder and F. M. Chapin. We intend to erect a new elvtr., capacity 25,000 bus. A manager has not yet been selected.—Finlay Hester.

Kansas, O.—The new elvtr. erected by Mitchell & Powell to replace the one destroyed by fire early in the spring has been completed with the exception of the making of the connection for supplying electric current for power. The current will be obtained from the Fostoria and Fremont electric line, a few rods distant, but it is necessary to run the cable under the right of way of the L. E. & W. Ry., the consent of which company has not been obtained.

Anna, O.—The Anna Grain Co. incorporated; capital stock, \$30,000; incorporators, Mrs. C. J. Hemmert and others.

CINCINNATI LETTER.

Cincinnati, O.—E. S. McClure, of Peoria, Ill., is now associated with the Bingham-Hewitt Co.

Cincinnati, O.—The Bingham-Scholl Grain Co. incorporated; capital stock, \$100,000; incorporators, Harry H. Bingham, Henry H. Hornbrook, Albert H. Morrill, Hedwig Keller and Michael G. Heintz.

Cincinnati, O.—The A. C. Gale Grain Co. has purchased Ralph Gray's grain elvtr. The firm expects to handle 25 cars a day when the improvements contemplated are completed. The building will have a storage capacity of 75,000 bus.

Cincinnati, O.—An answer has been filed in the suit of the Michigan Mlg. Co., of Ann Arbor, Mich., against the Feger Grain Co. alleging a breach of contract. Acknowledgment is made that the plaintiff was commissioned by the defendant to buy 221 cars of beans in November, 1914, and that defendant was unable to meet drafts on all of the cars; but it is claimed that the remaining cars were later sold for account of the defendant at a profit and the court is petitioned to dismiss the suit and award defendant judgment for the amount of this profit with interest.

OKLAHOMA

Supply, Okla.—W. B. Geyer has succeeded P. B. Loftus as mgr. of the Cress Brown Grain Co.

Shattuck, Okla.—A new warehouse and elvtr. are being built by the Gerlach-Higgins Mlg. Co.

Supply, Okla.—Ezra Gass is now mgr. for the L. O. Street Grain Co., operating the elvtr. recently purchased.

Eagle City, Okla.—We have sold our elvtr. to the Oklahoma City Mill & Elvtr. Co.—Wheeler Grain Co., Weatherford.

Oklahoma City, Okla.—I have left the Western Weighing & Inspection Bureau and am now with the Acme Milling Co.—G. F. Burke.

Holdenville, Okla.—The elvtr. of the Holdenville Grain & Produce Co. has been sold to J. J. Pickens and Howard Holmes by the owner, A. J. Oliphant.

Heavener, Okla.—The Heavener Grain Co. has been organized to engage in the grain and flour business; capital stock, \$10,000; organizers, B. F. Long, pres., W. A. Plummer, sec'y, and Walter Hoag.

OREGON

Baker, Ore.—Two Hall Signaling Grain Distributors will be installed here by the Tri-State Terminal Whse. Co.

Milton, Ore.—The Milton Elvtr. Co. has constructed a wood elvtr. of about 30,000 bus. capacity.—The Peacock Mill Co., Freewater.

Joseph, Ore.—The 80,000-bu. reinforced concrete fireproof elvtr. of the Joseph Elvtr. Co. is nearing completion and will soon be ready for service.

Shaniko, Ore.—J. B. Huntington, an employee on the construction of the 30,000-bu. reinforced concrete elvtr. of the Shaniko Farmers Elvtr. Co., was injured recently, suffering a broken left foot and a sprained right ankle.

Portland, Ore.—At the annual meeting of the Merchants Exchange held recently the following officers were re-elected unanimously: pres., George A. Westgate; vice-pres., N. A. Leach; sec'y-treas., M. G. Russi. The board of directors is composed of the officers and S. C. Draper and D. A. Pattullo.

PENNSYLVANIA

Pittsburgh, Pa.—Joseph C. Faloan, who became ass't grain and hay inspector for the Hay & Grain Exchange recently, has been called into military service.

SOUTH DAKOTA

Sisseton, S. D.—Harvey Brown has opened the Empire Elvtr.

Clear Lake, S. D.—John F. Huntington has leased his elvtr. to Coffey & Carlson.

Ethan, S. D.—The Ethan Farmers Elvtr. Co. will install a Hall Signaling Grain Distributor.

Claremont, S. D.—O. C. Beck has succeeded Rudolph Larsen as mgr. for the Equity Elvtr. Co.

Springfield, S. D.—I have succeeded S. D. Rich as mgr. of the Farmers Co-operative Ass'n.—C. B. Zeek.

Timber Lake, S. D.—The elvtr. of S. J. Simonson has been repaired and placed in condition to handle the new crop.

Rudolph, S. D.—I am mgr. for the Rudolph Equity Exchange, which recently purchased the 2 elvtrs. of G. W. Van Dusen & Co.—Ira Lord.

Phillip, S. D.—The Farmers Co-operative Co. incorporated; capital stock \$25,000. Incorporators, E. A. Morrison, M. B. Kelly and William Barnes.

Belvidere, S. D.—The Belvidere Co-operative Co. incorporated; capital stock, \$15,000; incorporators, Ed. A. Barr, J. D. Addison and A. F. Scovel.

Herrick, S. D.—S. B. McConnell has succeeded John Sexton as mgr. for the Farmers Elvtr. Co. Mr. Sexton resigned and has removed to Coleridge, Neb.

Irene, S. D.—The Farmers Union Livestock & Grain Buying Ass'n incorporated; capital stock, \$50,000; incorporators, Peter L. Anderson and Joe M. Donnelly.

Wecota, S. D.—The Farmers Elvtr. Co. is building here, and will be in shape to do business in about 3 weeks. Walter Wagner will be mgr.—F. J. Pangburn.

Lesterville, S. D.—The Farmers Union Co-operative Co. incorporated; capital stock, \$25,000. Incorporators, Hans Helgeron, John P. Wilson, and William Peters.

Lebanon, S. D.—S. W. Crane is pres., I. J. McGinty, sec'y, and I am mgr. for the Lebanon Equity Exchange, which recently bot and now is operating the elvtr. of Carl Bjornson.—C. F. Bohn.

Raymond, S. D.—C. N. Bell is pres., and Lee Baldwin sec'y of this company, which was recently incorporated with capital stock of \$50,000 to engage in the grain business.—Co-operative Elvtr. Co.

Mitchell, S. D.—I have removed from Spokane, Wash., where I was with the Buro of Markets, to this place, and am now buying grain for the 4 mills of the International Mfg. Co.—B. Frank Stone.

Bruce, S. D.—Work is being rushed on the construction of the elvtr for the Farmers Co-operative Elvtr. Co., and it is expected that the building will be ready for operation in time to care for grain of the present crop.

Sioux Falls, S. D.—Albert R. Charrlin, formerly traveling representative in South Dakota, Minnesota and Iowa for C. H. Thayer & Co., of Chicago, has resigned that position and will be in charge of the local office which is to be opened by Wm. J. Dilts, Jr., & Co., of Kansas City.

Yankton, S. D.—The recent report that this company has bot the elvtr. of L. J. Mullaney is incorrect. We are building a 35,000-bu. reinforced concrete fireproof elvtr. and it will be ready for operation Nov. 1. D. F. Hoag & Co. are doing the work. Chas. Frick is pres., and Dan Morrison, sec'y-treas.—Farmers Union Co-operative Ass'n.

Firesteel, S. D.—The Farmers Co-operative Elvtr. Co. has about completed its new elvtr. The elvtr. is of the flat house variety with direct loading spout and conveyors for side bins. The equipment includes a Fairbanks Wagon Scale and Dump, Fairbanks Hopper Scale and Fairbanks Morse Z Type Oil Engine. Will put in grinder and cleaner later. This firm has no connection with the Farmers & Merchants Elvtr. which burned a year ago.—Milo Cook, mgr.

Draper, S. D.—We have sold our elvtr. to the Farmers Elvtr. Co., a newly organized company, capitalized at \$10,000. The officers are L. H. Louder, pres.; W. E. Marshall, v. pres., and Jos. Beach, sec'y-treas.—O'Reilly Land Co.

SOUTHEAST

Atlanta, Ga.—The building occupied by A. C. Wooley & Co., grain dealers, was almost completely destroyed by fire recently.

Bainbridge, Ga.—We have been operating our new grain elvtr. since July 1. Its capacity is 10,000 bus. and it is equipped with "Western" Machinery for handling corn principally, also oats and peanuts in car lots.—Davis Elvtr. Co., Jeff Davis, mgr.

Eufaula, Ga.—Our concrete elvtr. of 50,000-bu. capacity is about completed. We will handle all farm products, shell and grade peanuts, grind corn meal, velvet bean meal, and do a general milling business.—Eufaula Mill & Elvtr. Co.

TENNESSEE

Newbern, Tenn.—Thé Newbern Grain Co., organized last year, has installed a new flour mill.

MEMPHIS LETTER.

The Hall Hay & Grain Co. and the Southern Corn Mills have been admitted to membership in the Merchants Exchange.

The firm of Jones & Rogers, grain and feed dealers, has been dissolved, and the business will be continued under the name of T. B. Jones & Co., an organization composed of T. B. Jones, E. M. Lowrance and A. D. Taylor. Vernon L. Rogers, of the old firm, has retired to give his attention to farming.

Walter J. Fransioli has been chosen sec'y of the Merchants Exchange to succeed the late Nat P. Graves. Mr. Fransioli has been associated with the Exchange for about 6 years, and during the illness of Mr. Graves was acting sec'y. His name was the only one considered by the board of directors in choosing a successor to Mr. Graves.

TEXAS

Gainesville, Tex.—The Whaley Mill & Elvtr. Co. has let a contract to build a six-story concrete mill building to be completed next January.

Brownsville, Tex.—The Champion Grain Co. incorporated; capital stock, \$10,000; incorporators, Louis Champion, J. A. Champion and M. Fernandez.

Humble, Tex.—Fire recently destroyed 2 of our warehouses with loss of \$20,000. The origin of the fire is unknown. We intend to replace with iron clad buildings.—Humble Grain & Seed Co.

Fort Worth, Tex.—An application for the appointment of a receiver for the Walker Grain Co. has been filed with W. B. Paddock, referee in bankruptcy. The application is signed by the Elwood Grain Co., Brunswick Grain Co., and Gregg Grain Co., of St. Joseph, Mo.; the Guthrie Mill & Elvtr. Co., of Guthrie, Okla.; C. V. Fisher Grain Co. and the Moore-Lawless Grain Co., of Kansas City, Mo. The application alleges that the Walker Grain Co. is indebted to the several companies in the aggregate sum of \$100,000.

UTAH

Ogden, Utah.—The Globe Grain & Milling Co. has started work on the new building and elvtr.

Price, Utah.—The Farmers Mill & Elvtr. Co. incorporated; capital stock \$10,000; officers and directors, James W. Burnham, pres.; Lars Frandsen, first v. pres.; Fred J. Thomas, second v. pres.; Orlando J. Langford, sec'y; Walter N. Draper, treas. and mgr.; Annie Glasman, director.

WASHINGTON

Hay, Wash.—W. J. Morrell is building an elvtr.

Manito, Wash.—The elvtr. at this point has been purchased by the Northern Grain & Warehouse Co.

Wilbur, Wash.—John Albeck is building 4 private elvtrs. of from 18,000 to 27,000 bus. capacity for wheat growers in the territory north of here.

Colfax, Wash.—The new elvtr. being constructed at this place by the Milwaukee Grain & Elvtr. Co. is rapidly nearing completion. The machinery has arrived and the elvtr. will soon be ready to receive grain.

Connell, Wash.—The elvtr. of the Tri-State Terminal Co. at this point is practically completed. In addition to this elvtr. the company is building elvtrs. at Mesa, Emery sta. (Connell p. o.), and Dilling (no p. o.).

Ewan, Wash.—We have just completed building a 20,000-bu. cribbed elvtr. equipped with a 6-h. p. Fairbanks Gasoline Engine and a Fairbanks Automatic Scale.—Milwaukee Grain Elvtr. Co., H. G. Widmayer, agt.

Toppenish, Wash.—Our recently completed elvtr. is of wood construction, of 50,000 bus. capacity and cost \$17,000. It is up-to-date in every respect. Located on the Northern Pacific. T. W. Everall is pres. of the company.—Toppenish Co-operative Elvtr. Co., H. C. Ham, sec'y-mgr.

Pine City, Wash.—The elvtr. of the Pine City Whse. Co. has been taken over by the Milwaukee Grain & Elvtr. Co., the former company having dissolved after doing business here for several years. The new owners contemplate remodeling the elvtr. in time to handle bulk grain of this year's crop. The latter company may also take over the warehouse at Kenova.

WISCONSIN

Hammond, Wis.—The elvtr. of A. E. Aldrich burned recently.

Milwaukee, Wis.—The rate of interest on advances for the month of September is 7%.

Plainfield, Wis.—The elvtr. of H. P. Walker has been bot by the American Co-operative Society.

Oconto Falls, Wis.—The elvtr. and mill of the Dodge-Hooker Mills have been repaired and re-painted.

Osceola, Wis.—The warehouse of the Osceola Mill & Elvtr. Co. is being repaired, and the interior altered to place it in condition for handling grain.

Westby, Wis.—The Farmers Exchange has completed arrangements for the installation of a Marvel Flour Mill. A new warehouse will be erected.

Milwaukee, Wis.—Messrs. Walter L. Haskell and J. B. Leveille have been elected members of the Chamber of Commerce and the membership of Carl Aken is transferred.

WYOMING

Keeline, Wyo.—The McCall Grain Co., incorporated; capital stock, \$20,000. The directors of the company are C. L. S. Melville, R. V. McCall and L. L. McCall.

Deaver, Wyo.—We have just about completed our 25,000-bu. elvtr. and warehouse, and will handle grain, potatoes, feed, coal and implements.—E. T. Long, pres. and mgr. Deaver Grain Co.

YIELDS of wheat were increased from 17 bus. per acre to slightly more than 22 bus. per acre by the use of fertilizer in Hamilton County, Ohio. Yields as high as 42 bus. were secured by the intensive use of commercial fertilizer, it is reported, while the average was 22 bus., and this would have been much larger but for unfavorable weather. A great increase in the use of fertilizer is expected for the coming year.

Seeds

OWENSBORO, KY.—The Birk & Price Co. has succeeded the Troutman Implement & Seed Co.

DECORAH, IA.—The Adams Seed Co. has let the contract for an enlargement of its business block.

ST. LOUIS, MO.—The American Seed Co., of Fort Worth, Tex., has leased a 4-story building in this city.

TEKONSHA, MICH.—We have recently installed a large size Clipper Seed Cleaner.—Abrams Grain, Feed & Seed Co.

NEW YORK, N. Y.—H. W. Doughten has registered the word "Freedom" as a trade-mark, No. 109,360, for grass and field seeds.

NEBRASKA CITY, NEB., Sept. 9.—Red clover seed is being offered freely. The yield seems to be good. No timothy.—Edward Bartling Seed Co.

CHARLOTTE, MICH., Aug. 27.—The bean crop is good, and some threshing has been done. Average yield about 20 bus. per acre.—Geo. T. Seabrook.

LOUISVILLE, KY.—The Chambers Seed Co. incorporated; capital stock, \$50,000; incorporators, Samuel R. Chambers, Kirby Chambers and Mary C. Gaut.

EATON RAPIDS, MICH.—The Abrams Seed Co. has discontinued business on account of Mr. Abrams being called into military service.—Abrams Grain, Feed & Seed Co., Tekonsha.

SAN FRANCISCO, CAL.—Receipts of beans at this market during August were 30,401 sacks, compared with 38,502 sacks in August, 1917.—Henry C. Bunker, chief inspector, Grain Trade Ass'n.

OWENSBORO, KY., Sept. 4.—There will be a surplus of clover seed in this, Davies County, and if we have favorable weather the crop will be excellent. Have just begun hulling.—Birk & Price Co.

ST. LOUIS, MO.—Receipts of kafir at this market during August were 7,200 bus., compared with 1,200 bus. in August, 1917. Shipments during the month this year were 84,340 bus., compared with 40,110 bus. in August 1917.

BALTIMORE, MD.—This season there has been practically no timothy saved for seed in our section, and the amount of red clover will not be very large. On the whole we would say both clover and timothy seed saved thruout this section will be under an average.—John J. Bufington & Co.

Seed Movement in August.

Receipts and shipments of flaxseed, timothy, clover and other grasses to and from the principal markets during August, with comparative figures for August, 1917, were as follows:

	FLAXSEED.		Shipments.	
	1918.	1917.	1918.	1917.
Chicago, bus.	12,000	52,000	.....	9,000
Minneapolis, bus.	94,400	92,000	14,400	22,470
Winnipeg, bus.	35,200	192,500	.....	.....
TIMOTHY.				
Chicago, bus.	764,000	3,810,000	1,218,000	2,605,000
Toledo, bags	612	92	800	.....
CLOVER.				
Chicago, bus.	135,000	602,000	167,000	429,000
*New York, bags	1,768	875	3,370	1,027
Toledo, bags	122	.....	582	.....
OTHER GRASS SEED.				
Chicago, lbs.	847,000	4,119,000	227,000	470,000
Toledo, bags	2,977	2,231	679	.....

*Includes timothy and alfalfa.

DEALERS DESIRING to hold oats in store to be used for seed should bear in mind that this can be done by notifying the Food Administration at Washington before the regular 60 days' storage period has expired.

WINNIPEG, MAN., Sept. 6.—It is estimated that the 1,000,800 acres of flax in Manitoba, Saskatchewan and Alberta will give an average yield of 7 bus., producing 7,005,600 bus.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

FLAX was grown as a crop this year for the first time in many years in Fife, Scotland, writes Consul H. D. Van Sant. About 1,300 acres were placed under flax and the results have exceeded expectations. Girl farmerettes supplied the labor for the flax pulling.

OKLAHOMA CITY, OKLA., Sept. 1.—The condition of kafir is 34%, milo 35%, sorghum 35% and alfalfa 41%. Condition of same crops last month was as follows: kafir 67%, milo 66%, sorghum 68% and alfalfa 60%.—Frank M. Gault, pres. state board of agriculture.

NOWATA, OKLA.—The outlook for farm seeds is not encouraging, as we have had 10 weeks of drouth. Kafir, millet and cane were almost a failure over Oklahoma and it will be almost impossible to get those seeds in the spring. There is no surplus stock of any kind of seed in this section of the state.—Lanning Seed Co.

EVANSVILLE, IND.—There was a shortage of seeds in southern Indiana this year but in the opinion of seed dealers there will be a more serious seed shortage next spring and farmers are being advised to save all the seed they can from this year's crops. Seed prices are expected to be unusually high by early next year.—C.

LANSING, MICH., Sept. 5.—The probable yield of beans is 69% of an average, and the estimated yield of peas is 20.78 bus. per acre. Condition of clover seed is 74% of an average, compared with condition of 75% one year ago. Seed threshed in the state up to and including Aug. 17 was: peas, 3,810 bus.; timothy seed, 300 bus.; clover seed, 7,740 bus.—Coleman C. Vaughan, sec'y of state.

MINNEAPOLIS, MINN., Sept. 4.—On Monday night a heavy frost occurred in the territory from Devils Lake west into Montana. This no doubt has caused a considerable amount of damage to late flax and other late grains, which have not been cut. A large proportion of the flax, however, in this territory has been harvested, while in Minnesota, South Dakota and eastern North Dakota only a small amount of flax remains uncut.—The Van Dusen Harrington Co.

FORT WORTH, TEX., Sept. 7.—A great demand has developed for seed wheat. This is occasioned to a considerable extent by the shortage in the feed crops in Texas, and the early rains has suggested to the farmers the sowing of wheat early for the benefit of the pasturage. The Government regards 15% over the Government fixed price as a reasonable and fair price for seed, and I am sure that no one can complain at the Government suggested price, and I feel that this price will pay for the selection, storage, interest and inconvenience, and I trust that everyone will offer all of the wheat in storage suitable for seed purposes. Those who have seed wheat should let me know how much they have, and where located, and those who want seed wheat also let me know how much they need, and where they want it, and I can then be able to serve all with the information.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

TOLEDO, O.—New high record for clover this week for this time of year. Touched \$20, which is within one dollar of the record price made last spring. Definite information about the new crop is still at a premium. Rains this week interfered with threshing. Toledo never does things by halves. Rain here broke all records, 6 inches in 24 hours. Fluctuation of prices reflects lack of definite news. Leaves the market without a balance wheel, especially in absence of any stocks of seed.—Southworth & Co.

TOLEDO, O.—Clover seed needs a balance wheel. Stock here is practically exhausted. Year ago it was over 26,000 bags. Receipts should increase soon. After a stock has been accumulated, fluctuations should be smaller. Year ago several dealers had futures sold as a hedge which helped stabilize prices. Harvest is on. Reports are very mixed. Will crop be an average? Prospect earlier was for a large crop near here. Will harvest be wet or dry? It was wet last season. Some seed was never threshed. Some farmers will sell freely, but many will hold. They have practically no old seed left. Present price discounts considerable. Dispose of your surplus on bulges.—C. A. King & Co.

TOLEDO, O.—Timothy developed into a pretty big affair this week. Prices not enough higher to attract attention, but offerings have all been absorbed with but few setbacks. General trend was slightly higher. Futures sold over \$5 for some of the months and looks like they might stick. No receipts of consequence so far may cause the close-by futures to sell up even. Offerings of old prime have been pretty well absorbed and keeping pace with the futures. May dry up considerably if the stocks counted this week fall much short of expectations. It takes a lot of timothy to fill the wants of this country alone; much more than the average dealer knows about. Estimates of this crop go as low as 22 per cent of a crop. That sounds pretty low, but even a third of a crop would make heavy demands on the old stock and probably could not be filled unless prices go higher to draw it out. Holders of old stocks have been pretty patient and may be more stubborn during next few months. Shorts in the futures have no sinecure. They have got to buy back or deliver new seed to fill. Receipts here to date do not indicate they are going to have an easy time.—J. F. Zahm & Co.

Crimson Clover Seed Situation.

The quantity of crimson clover seed imported into the United States shows a marked decrease during the 12 months ending June 30, 1918, being only 1,603,000 pounds as compared to 5,776,300 and 4,503,983 pounds for the 12 months ending June 30, 1917, and June 30, 1916, respectively. The imports for the month of July, 1918, are 110,100 pounds compared with 369,300 pounds for the same period in 1917. There was no crimson clover seed imported during the month of August, 1918, whereas 284,600 pounds were imported in August, 1917.

With a falling off in imports of approximately 3,000,000 pounds for the year ending June 30, 1918, there is naturally a greater interest manifested in the quantity of crimson clover seed produced in this country. The most important crimson clover seed producing area is south central Tennessee, principally in Franklin and Lincoln counties. Shippers and dealers in that section estimate the production this year to be 2,000,000 pounds. The esti-

mated production in Sussex county, Delaware, is given as 125,000 pounds. In a few counties in Virginia, North Carolina, and South Carolina some crimson clover seed is produced but it is of little commercial importance as practically all of it is sold in the chaff to local farmers and to those in adjoining counties.

Based on reports received, the total quantity of crimson clover seed produced commercially in 1917 was about 900,000 pounds, while the total production for this year is about 2,125,000 pounds, or an increase over that for 1917 of approximately 1,225,000 pounds.

The quantity of crimson clover seed in dealers' hands July 1, 1918, as shown in the seed survey of same date is 1,345,819 pounds. This carry-over together with the imports of 110,100 pounds for the month of July, 1918, and the estimated production for this year of 2,125,000 pounds give a total available supply at this time of approximately 3,600,000 pounds. This is about 100,000 pounds in excess of the total available supply on September 1, 1917, as shown by the following figures: Carry-over on July 1, 1,979,493 pounds; estimated production, 900,000 pounds; and imports for the months of July and August, 1917, 369,300 and 284,600 pounds respectively, giving a total available supply on September 1, 1917, of approximately 3,500,000 pounds.—Seed Reporter.

New Rate on Barley.

The 25 per cent increase in rates would have increased the rate on barley from 50c to 62½c per 100 lbs., but there has been published a rate effective Aug. 31 on one day's notice of 56c from California points to Chicago.

This 56c rate will apply from Pacific Coast generally (subject to arbitraries over certain branch line points) to Chicago, St. Louis, Missouri River and Minneapolis; and thru rates to points east of Chicago are not in effect, so that there is available the lower basis of combination rates.

The 56c rate applies also to New York City and other Atlantic ports via Galveston, Tex., and water.

The minimum carload weight basis for this rate is 80,000 pounds, except that when cars of less than 80,000 pounds capacity are furnished minimum carload weight will be marked capacity of car used, but not less than 60,000 pounds.

MILWAUKEE, a bright spot where the "Welcome" sign works overtime.

THE WRITER has always been a grain man, and certainly would not consider an office complete without the Grain Dealers Journal. — J. Herbert Sizer, treas., Meech-Northam Grain Co., Hartford, Conn.

A Rope Man.

One would naturally expect a rope man to be thin, skinny, pliable, but they are seldom so. One good natured salesman who generally attends the annual Convention of the National Ass'n proves the contrary by his avoirdupois. Mr. J. F. Bassett who was born and raised in Boston has been with the Durable Wire Rope eighteen years. As a traveling salesman out of the western office for the last fifteen years he has made many of the grain dealers conventions and supplied rope for the dealers' needs, but especially durable wire rope for their power car pullers.

Requirements for Elevators and Mills.

The Department of Trade and Commerce of the State of Illinois has issued a digest of its requirements of Grain Elevators and Mills within the state which can be closely followed by operators of elevators and mills everywhere with an effective reduction of the fire hazards of such plants.

Help conserve the nation's foodstuffs, read carefully the following requirements and act vigilantly:

Thoroughly clean premises around elevator buildings, remove all weeds, grass, crating, and combustible materials of any character. Entire buildings to be cleaned each day.

Clean out all rubbish from under platforms and buildings. Close up all open spaces.

All openings must be protected with spark screens of heavy galvanized wire; all windows glazed; all door openings completely equipped for closing.

Floor openings are a hazard, and must be reduced to the minimum and carefully safeguarded.

All excessive storage of boxes, sacks, screenings, etc., to be removed.

Storage of discarded and unused machinery or equipment prohibited.

Open lights, fires, matches, or smoking prohibited in building or on the premises.

Provide metal waste cans for each floor; burn oily waste and rags each day.

Keep close watch on all machinery and apparatus while in operation.

Examine all bearings each day and see that they are safe. All bearings must be accessible.

Keep shafting in perfect alignment and re-babbit bearings where necessary.

The oiler should be free to examine the bearings and machinery at the noon hour.

Provide drip cups for all bearings.

Provide grease cups for all bearings.

Provide dust caps for all grease cups.

Slopping on of lubricator is positively forbidden.

Oil soaked floors, posts or girders not permitted.

When dangerous conditions develop the plant should be shut down immediately until repairs are made.

Grain testers to be in a separate, detached building from the elevator or mill.

Driers must be properly cut off from elevator or mill, and of non-combustible construction.

Refuse to be carried to detached, non-combustible building away from the elevator.

Bleachers should be provided with maximum amount of facilities for cooling the gas from the sulphur furnace. Where hot gas is used there is great danger of sparks being discharged into the grain, thence into the house. The use of steam blast with the hot gas does not prevent this in such cases. Bleaching tower and equipment should be as nearly fire-proof as possible.

If cobs are used the same should be in

an incombustible vault with incombustible cob chute; chute to have automatic cut-off; vault to be fitted with approved door and two six-inch ventilators of incombustible material to permit the escape of gases.

Where metal stacks are used for boilers the same must be equipped with spark arresters and given a clearance where passing through the roof of at least one-half the diameter of the stack, and in no case be less than twelve inches.

Ample clearance must be provided for all steam pipes near wood work.

Gasoline engines to be installed in separate fire-proof room; if any openings lead to main building, same to be provided with standard cut-off.

Feed to engine to be forced feed; no gravity feed permitted.

Gasoline storage to be in underground tank located outside of building.

Dust house should be at a safe distance from the building.

Pulley in elevator, head and boot, should be iron.

Head should be so built as to be self-cleaning.

All machines must be so located that bearings and machines can be examined.

All side rubbing of belts, rope drives and pulleys must be eliminated. Guard against chokes—fires start from friction of the pulleys against belts and from slipping of clutches or grinding of conveyor blades.

Post "No Smoking" signs.

Wooden cuspidors prohibited. Also sawdust and ashes in cuspidors.

Electrical equipment to conform to National Electrical Code, with metal cut-out and fuse boxes, standard fuses of correct size. No wire fuses tolerated.

Vapor proof globes required for fixed lights; portable lights to be equipped with armored or reinforced flexible cord.

All motors to be of the enclosed type and must be kept clean.

All transformers to be placed outside of building, and secondaries for same to be properly grounded.

All workshops or repair shops to be in buildings detached from elevator or mill buildings.

Provide metal lockers for all clothing. Greasy clothing to be kept outside of buildings.

Standard cob burner must be provided.

FIRE PROTECTION.

Where possible to maintain same, automatic sprinklers are worthy of serious consideration. The same holds true as to standpipe and hose.

Provide water barrels and three fire pails for each barrel at all stairways; one barrel to each 2,000 feet of floor space.

To prevent freezing use three pounds of calcium chloride to each gallon of water.

Tar or paraffin barrels on the inside and grease same at the top to prevent salts from creeping. Close fitting covers to be provided for all such barrels.

If approved chemical extinguishers are used, the same must be of the non-freezing type, conveniently located, one for each 2,000 feet of floor space. One extinguisher to be kept in power house.

Fire axes should be conveniently placed on each floor.

Regular employees should be thoroughly drilled in the use of private fire fighting facilities.

A system of signals should be installed for use in case of fire.

Provide approved recording system for watchmen, with stations in all parts of building and yard, to compel hourly visits to all parts of the premises.

Watchman to be on duty at all times when plant is not in operation; watchman to be able bodied American citizen with thorough knowledge of plant and surroundings and familiar with the use of fire fighting apparatus.

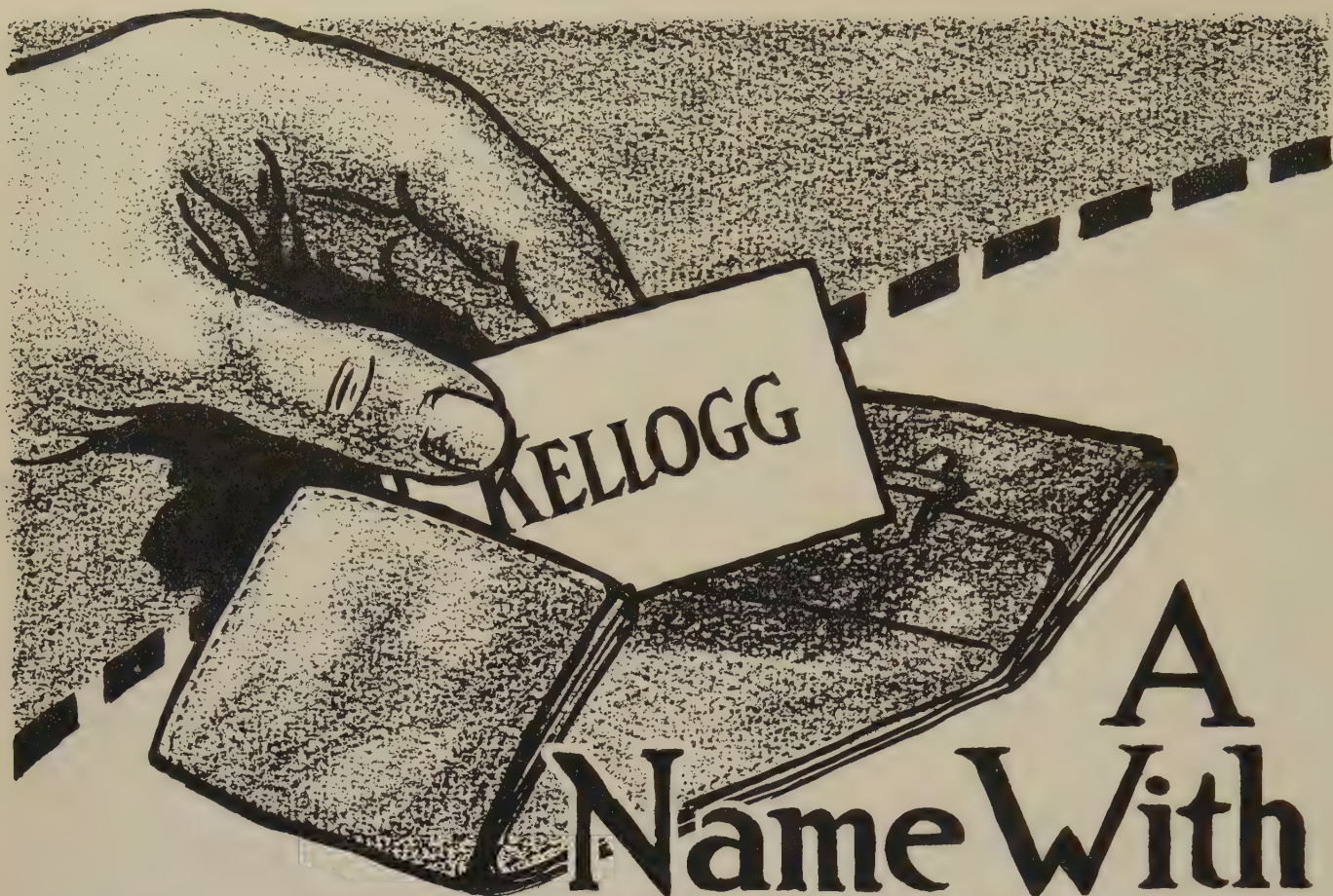
In all cases Inspectors, as well as visitors, should be accompanied through the premises by a trusted employee. Such safeguards should be introduced to guard against carelessness on the part of the Inspector or visitor. Should the conductor be a guard or gate keeper his position should be immediately filled by some other trusted employee in order that strangers not entitled to enter may be refused admittance.

Where facilities afford it, flood lights should be installed and maintained for the area surrounding buildings or immediate water front.

Provide barbed wire fences or other man-tight enclosures, at least eight feet high, with an outside flare at the top, surrounding all property to be protected.



J. F. Bassett, Chicago.



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Tear off the coupon at the bottom of the opposite page—and *keep it*. It is worth money to you when you have *seed to sell*, or *when you want to buy seed*.

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No trench stalemate for us—we believe in a business of movement—*action* all the time.

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We are an *institution* with big warehouse facilities—and the highly organized seed cleaning and grading equipment that enables us to make the best prices on the seed we buy.

We want to be your regular customer—to make your first sales to us the beginning of years of relationship that will be profitable *both* ways. We will treat you in a way to make this possible. If you have seed to sell now, send us samples—if you are *going* to have, write us *now* what you expect to have, and how much.

Red Clover
White Clover
Alsike
Alfalfa
Sweet Clover
Timothy

FRED W. KELLOGG
for 19 Years a Seedman



Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Can. Nor. in W-2136 gives rates on grain and grain products from its stations to Port Arthur, Ont., effective Sept. 12.

P. R. R. in Sup. 2 to 8741 gives rates on grain and grain products from and to stations on its lines, effective Sept. 20.

P. C. C. & St. L. in Sup. 3 to I. C. C. F967 gives rates on grain and grain products from stations on its lines to C. F. A. points, effective Sept. 22.

Cent. Ind. in Sup. 15 to 443 quotes rates on grain and grain products from its stations to eastern New England and Canadian points, effective Sept. 23.

C. I. in Sup. 15 to 443 quotes rates on grain and grain products from its stations to eastern New England and Canadian points, effective Sept. 23.

M. C. in Sup. 2 to 9078F quotes rates on grain and grain products from stations on its lines to eastern United States and Canadian points, effective Sept. 25.

Mo. P. in Sup. 16 to 2-O gives rules and regulations governing transit privileges on grain and grain products between its stations, effective Oct. 12.

Can. Nor. in Sup. 6 to W-1976 gives rates on grain and grain products from stations on the Can. Nor. to stations on the D. W. & P. and M. D. & W., effective Sept. 12.

P. & L. E. in Sup. 5 to B1875 gives rates on grain and grain products from stations on its lines and connections to eastern New England and Canadian points, effective Sept. 23.

L. E. & W. in Sup. 4 to 502D quotes rates on grain and grain products from stations on its lines and connections to eastern cities, Boston, Mass., and Quebec points, effective Sept. 23.

C. & E. I. in Sup. 3 to 622D quotes rates on grain and grain products, also corncobs, broom corn, and seeds, from stations on its lines to United States and Canadian points, effective Sept. 20.

Omaha in Sup. 11 to I. C. C. 3969 gives rates on barley, corn, oats, rye and wheat from points in Nebraska and Iowa on the C., St. P., M. & O., to Colorado, Utah, and Wyoming, effective Sept. 10.

M., St. P. & Ste M. in Sup. 1 to 24015 quotes rates on grain and grain products between stations on its lines and connections on the A. & W., C. & A., E. J. & E., F. & N. E., Nor. Pac., S. M. & P., effective Sept. 18.

C. St. P. M. & O. in Sup. 4 to 4625 gives rates on grain and grain products from Wisconsin and Minnesota points on its lines and connections to stations on D. S. S. & A., M. R., and M. M. & S. E., effective Sept. 25.

AN AMENDMENT to the emergency agricultural bill has been introduced by Senator Gore, of Oklahoma, proposing an appropriation of \$150,000,000 to be advanced to banks for temporary relief of farmers in drouth stricken districts.

A RULE fixing the basis of allowance for depreciation under the income tax law was issued recently, providing that losses actually sustained during the year, and not compensated by insurance or otherwise; and a reasonable allowance for wear and tear on property arising out of its use may be deducted in ascertaining net income. Basis for determining the value of the allowance for wear and tear is to be the fair market price or value as of Mar. 1, 1913, if acquired prior thereto.

Steel Tank Converted into Elevator.

When the mill and elevator of the Hastings Milling Co., Hastings, Neb., burned in August, 1916, the steel tank shown in the photograph was saved. Later a new brick mill and warehouse building was erected, and in the spring of the present year the steel tank was moved to a new location adjacent the mill and converted into an elevator.

A pit was made at the new location and a hoppers concrete floor was placed in the pit. The tank was set over the



Steel Tank Elevator of Hastings Milling Co., Hastings, Neb.

excavation on a concrete and brick foundation. The steel bottom of the tank was not removed, but several holes were cut in it at points which would be within bins in the completed structure, and it is thru these holes that grain reaches the hoppers beneath the steel bottom in order that it may be spouted to the boot.

The interior of the tank was divided into 11 bins, 5 of which are over the working room, and 6 of which extend to the ground and spout direct to the boot. To secure the bin partitions, which are constructed of wood, posts were bolted to the tank walls at the several points where they were needed, and the studded partitions were built up in the usual manner.

A driveway and wagon dump was placed between the elevator and the mill, grain being spouted direct from the dump sink to the elevator boot by gravity. The bins also feed to the boot by gravity.

The tank is 33 feet in diameter and 33 feet high and originally provided storage for 25,000 bus. of grain. It is estimated by C. E. Dinsmore, the manager, that one-fifth of this storage space was lost in making the alterations, and that the elevator now will hold 20,000 bus.

The equipment of the elevator consists of one leg, fitted with 6x12 buckets on a rubber belt, and a Barnard & Leas Cleaner in the workroom. Power is furnished by a 7½-h.p. Westinghouse Motor which is suspended from the ceiling of the work room, driving the cleaner by means of belts and shafting.

To accommodate the elevator head a small wooden cupola was built on top of the tank. The remainder of the tank roof, which is of steel, was left in place.

MILWAUKEE, a bright spot where the "Welcome" sign works overtime.

SERVICE and Regulatory Announcement No. 37, issued by the Bureau of Markets of the U. S. Dep't of Agriculture Aug. 26 contains a summary of facts ascertained from reports made to the Sec'y by inspectors licensed to inspect shelled corn and wheat under the Grain Standards Act and from voluntary reports of elevators and warehouses in the grain markets of the U. S. during the period from May 1, 1917 to Oct. 31, 1917.

Elevator Casualties.

SCARBORO, ILL.—Glenn Durin, employed by the Scarboro Elevator Co., was injured July 26 by stepping on a nail.

LAPEER, MICH.—Thomas Kost, laborer employed by the Turnbull Elevator Co., fell from a load of hay July 11, injuring his hand.

VIRDEN, ILL.—Cade Beasley, employed by the Virden Grain Co. on July 20, was cut over the eye by a hatchet which rebounded.

SHELDON, ILL.—Clarence Austin, employed by the Bishop Grain Co. on July 24 had his forearm punctured by the spout of an oil can.

JACKSON, MICH.—Kassick Harrington ran a nail into his hand July 29, while unloading a grain car at the plant of the Stockbridge Elevator Co.

OSCEOLA, WIS.—Will Burley, superintendent of the elevator of the Osceola Mill & Elevator Co., was closing car door July 5 when he slipped and injured his side.

BUTLER, IND.—While loading a car with grain at the elevator of Norigon & Sons, July 23, a nail flew from hammer into the eye of George Camp, badly lacerating the eye.

SOUTH WHITLEY, IND.—While loading feed in a wagon Aug. 8 at the plant of O. Gandy & Co., William Ladig slipped and fell on the edge of a wagon box, fracturing a rib.

PEKIN, ILL.—While unloading grain at the plant of the Smith-Hippen Co., Aug. 6, Charles Green slipped, getting his foot crushed badly between bumpers. Nail was removed from great toe.

MENABB, ILL.—Gordon King, employed by the McNabb Grain Co., on Aug. 19, started to go down into the bin when he slipped and fell, sustaining contusions about the body and extremities.

MT. PULASKI, ILL.—John Schrishunn, elevator man of the Mt. Pulaski Grain Co., was cleaning out the elevator leg July 23, when his fingers were caught and injured by the curving buckets.

OKAFORD, ILL.—When closing the door of a loaded grain car at the plant of McFadden & Co., Aug. 19, the door fell from its hinges on the foot of J. C. Russell, crushing it at toe near instep.

CARBONDALE, ILL.—Sam Helton, a sweeper employed by the Carbondale Mill & Elevator Co., had his hand caught between pulley and belt. His arm was injured and a gash cut in his head.

WINCHESTER, IND.—While using a car mover at the plant of Goodrich Bros. Hay & Grain Co., July 25, Edward Schlange slipped and fell, spraining his wrist. Elwood Vewte, at the same plant, Aug. 15, caught his hand between hook on car puller and car. The flesh of the index finger was torn and end was torn off middle finger to bottom of nail. Lester Bales had his foot mashed July 27.

A MOVEMENT has been started among grain dealers in Canada to organize a mutual bonding company constituted of the members of the grain trade for the purpose of doing their own bonding.

A QUARANTINE against the shipment of green corn, corn fodder and corn stalks from Essex, Middlesex, Norfolk and Suffolk Counties in Massachusetts is said to be under consideration by the Dep't of Agriculture because of the appearance in these counties of the European corn borer, a dangerous insect pest new to the United States.



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The Stark Rolling Mill Co.
Canton, Ohio
Sole Makers

Grain Carriers

REPARATION of \$17,681.09 has been awarded the Norris Grain Co. from the Western Maryland Ry. Co., in connection with the transportation of 1,580 cars of grain from various points to Hagerstown, Md.

AN EMBARGO on all grain shipments over the New York Central to Buffalo, N. Y., for reconsignment or to be held for orders, has been declared by the U. S. Railroad Administration on account of congestion.

REPARATION has been allowed the Bal-four, Williamson Co. from the Oregon-Washington R. & N. Co., in the amount of \$84.70 because an unreasonable rate was applied on 2 carloads of wheat from Pito Rock, Ore., to Chicago.

ACCOUNT unreasonable charges on a carload of corn from Burr, Neb., to Hermann, Mo., the Missouri Pacific has been ordered by the Interstate Commerce Com'n to repay \$8.55 to the Peirson-Lathrop Grain Co.

THE INTERSTATE COMMERCE Commission has granted the Alva Roller Mills \$548 reparation on 78 carloads of wheat shipped to Galveston, Tex., on which unreasonable charges were collected by the M., K. & T. and other roads.

PEKIN, ILL.—A suit for \$400 damages has been filed by the Farmers Grain Co. against the Illinois Central Railway Co., the plaintiff claiming that amount lost on the shipment of a car load of grain because of improper handling.

HALES & EDWARDS Co. has been awarded reparation of \$692.02 from the O. W. R. & N. Co. for unreasonable charges collected on 14 carloads of wheat from Ione, Gibbon, Lexington and Nolin, Ore., to Superior, Wis., and for 1 carload of wheat from Sparks, Ore., to Superior.

AN EMBARGO on all grain for New Orleans, except wheat moving under government orders, has been declared by the southern export com'ite. Necessary exceptions will be granted on application to H. H. Runyon, representing the com'ite, 141 Broadway, New York.

THE GREAT LAKES TRANSIT CORPORATION, operating out of upper lake ports, on Sept. 4 made application to the Interstate Commerce Commission for an increase in export rates on flour and grain products so that all rail rates will apply to shipments made solely by water or rail and water.

PEORIA, ILL.—The Mueller Grain Co. of this city has filed suit for \$2,000 damages against the Chicago, Burlington & Quincy R. R. for the alleged loss of a carload of white oats shipped recently from this city to Newport News, Va. One count charges the railroad with losing the oats and the other with failing to deliver them, and the other count charges that employees of the railroad sold the oats and turned the proceeds to their personal uses.

ALL PERMITS for the export shipment of grain thru New York, Jersey City, Philadelphia and Baltimore will be subject to the approval of C. E. Spens New York, manager of the inland traffic of the Food Administration. All applications for permits will continue to be filed with the Cereal Division of the Food Administration. This action has been taken jointly by the railroad administration and the exports control com'ite.

JOHN H. HOWARD has been appointed manager of the freight claim section of the U. S. Railroad Administration with offices in the Southern Railway Bldg., Washington, D. C. He will have jurisdiction over all matters pertaining to loss and damage freight claims in the newly created freight claim section of the division of law.

NINE BARGES, two towboats and warehouse facilities at East St. Louis belonging to the Kansas City Missouri River Navigation Co., have been purchased by the Railroad Administration. Director General McAdoo has approved the operation of boats and barges on the lower Mississippi. The price to be paid has not been determined upon, and will await the action of a com'ite of appraisers. The equipment will be used in the transportation line operated by the Railroad Administration between St. Louis and New Orleans.

THAT SHIPPERS should be permitted to obtain cars from sources that are independent of the carriers; that mileage should be computed on both loaded and empty cars without deductions for movement in switching districts; that tariffs should provide for their return to owners unless otherwise ordered; and an order issued on the basis of the report requiring that an increased allowance be paid and demurrage charges abolished on or before Oct. 15 on private cars on owners' tracks, were recommendations made by the Interstate Commerce Com'n in a report written by Commissioner McChord in the case entitled "In the Matter of Private Cars." The Com'n supports the principle that privately owned cars, including those owned by grain dealers have a legal status and are subject to rules governing their movement on the tracks of the carriers.

DIRECTOR GENERAL of Railroads McAdoo announces that the Division of Traffic of the Railroad Administration authorized publication on one day's notice, effective September 1, to expire October 10, a reduction of 2 cents per 100 pounds in the ex-lake grain rates from Buffalo, N. Y., to eastern seaboard cities from ex-Lake Michigan ports. This adjustment seems necessary to meet emergency of the carriers to attract the maximum amount of grain to the boats by Lake Michigan ports before the movement of the northwestern crop through Lake Superior ports starts. These rates include charge of not exceeding 1 cent per bushel made by the elevators against the grain for elevation and transfer from lake vessels to cars, including 5 days' storage. From Buffalo to Boston, domestic, the rate is, wheat, 10.8; corn, 10.2; oats, 6.2; rye, 10.2; barley, 8.8, and, flaxseed, 12 cents per bushel. To New York, Philadelphia and Baltimore, wheat, 8.8; corn, 8.3; oats, 5.2; rye, 8.3; barley, 7.2, and flaxseed, 9.8 cents.

MILWAUKEE, a bright spot where the "Welcome" sign works overtime.

ATTEMPT was made to block the erection of new elevators at Brocton, Metcalfe and Melwood, Ill., it was charged, but permission is said to have been granted for the purchase of the necessary material.

WITHDRAWAL of authority heretofore extended to customs collectors to license the exportation to Canada of small quantities of sugar, wheat and wheat products involved in retail border traffic was announced recently by the War Trade Board. These commodities may not be exported to Canada hereafter without an individual license issued by the Board.

Feedstuffs

TEKAMAH, NEB.—A grinding plant and necessary warehouses will be erected here by the Washington County Alfalfa Milling Co., of Fort Calhoun.

A SHIPMENT of 300 sacks of sulfured oats was seized at Shreveport, La., by the U. S. Dept. of Agriculture because it contained moisture in excess of 2 per cent. The court released the oats to the Halliday Elevator Co., of Cairo, Ill., on giving \$500 bond that the oats would be renovated and dried.

ROUNDOUT, ILL.—The plant of the Arcady Farms Milling Co. was burned Sept. 5. Seven buildings, six concrete containers and 200 cars of grain were burned, the loss being estimated at \$500,000. The property was owned by Arthur Meeker, general manager of Armour & Co., packers, and produced poultry and other feeds.

EL PASO, TEX.—The Sotol Products Co., of Phoenix, Ariz., has been granted a permit to do business in Texas. Headquarters for this state will be in this city, with Claiborne Adams, of the El Paso Grain & Mfg. Co., as mgr. The company manufactures sotol molasses, which is used in making feeds for cattle and horses.

A FINE of \$150 was imposed on the Globe Elevator Co., Buffalo, N. Y., on a report by the Bureau of Chemistry under the Pure Food and Drugs Act showing that a sample of "Anchor Dairy Feed" contained 2.34 per cent fat and 11.95 per cent protein and no cottonseed meal, while the tag required 3½ to 5½ per cent fat, 16 to 18 per cent crude protein and cottonseed meal.

GROUND GLASS was found by the Dept. of Agriculture to have been added to "Darling's High Protein Meat Scraps for Poultry," of which 120 sacks were seized at West Lafayette, Ind., Aug. 30, 1917. The protein was short of the 55 per cent guaranteed. No claimant appearing, the court ordered the U. S. Marshal to sell the consignment with an injunction against the use of the product for feed.

THE LABEL on "Leader Horse and Mule Feed" bore little relation to its actual contents as found by the Bureau of Chemistry of the U. S. Department of Agriculture. The guaranty was 9 per cent protein, it contained 7.06; fat, 2.30 per cent, contents, 1.47; crude fiber, 12 per cent, actual 21.8 per cent. A fine of \$25 was imposed by the court on the Howell Grain & Feed Co., of Union City, Tenn.

THE LOUISIANA Department of Agriculture has given notice that all registrations of feedstuffs expired Aug. 31. Commissioner of Agriculture Harry D. Wilson, of Baton Rouge, writes feed manufacturers that: The tags you now have on hand will not be valid for use after Aug. 31, however, you may return same prepaid, within sixty days from Sept. 1, and new tags will be issued in exchange; see Section 14, page 8, of the law. Please do not ask us to exchange tags returned on or after Nov. 1. Please use the enclosed "paster" in returning old tags. Rice hulls or chaff will not be permitted in mixed feeds. We will not accept for registration rice bran containing more than 12 per cent fiber and rice polish cannot be registered that contains more than 2.50 per cent fiber.

MISBRANDING of cottonseed oil meal was the charge on which a fine of \$50 was imposed on the Mount Pleasant Oil Mill Co., Mount Pleasant, Tex.; \$25 on the Apache Cotton Oil & Mfg. Co., Chickasha, Okla.; \$25 on the Madison Cotton Oil Co., Jackson, Tenn.; \$10 on the Ralston Purina Co., St. Louis, Mo.; \$350 on Swift & Co., Atlanta, Ga., and \$100 on the Union Seed & Fertilizer Co., Huntsville, Ala.

CHAIRMAN BARUCH announced Sept. 4 that the War Industries Board will appoint a com'te to consider the desirability and feasibility of effecting a stabilization of cotton prices. The food administration on Sept. 4 accepted the recommendation of cottonseed producers that the price of their product be stabilized at the average price of last year. This action will affect the feed industry in much the same manner as the stabilization of the price of mill feeds; that is, if the price is too low the manufacturers will not be able to satisfy the demand, and if it is too high they will be unable to dispose of their product.

LIMA, O., Aug. 28.—The movement of new hay is somewhat delayed because of the scarcity of men to operate the balers. The large number of automobiles, trucks and tractors lessens the demand for timothy hay, while the supply of clover and heavy mixed hay for dairy feed is increased 50% this season. Every pound will be needed to produce milk and butter. I would not be surprised to see the clover and mixed hay sell at equal prices with the best grade of timothy hay on this year's crop. The urgent need of timothy and light mixed hay for use of the government, having preference in shipping, will take the supply of cars away from domestic orders, and this may cause domestic prices to remain about what they should be. A 125% crop has been produced and it will require a 125% car supply to move the crop.—H. G. Pollock.

A LARGE hedging business has existed at Chicago in rye ever since trading in futures started. Traders have expressed a desire to know who is taking the offerings, thus advancing prices.

Books Received

EMMER IN SOUTH DAKOTA is a summary of results with this comparatively new cereal, but which was first grown in South Dakota 20 years ago. The authors state that no speltz is grown in the state, what is commonly called speltz not being true speltz, but a different branch of the wheat genus. The grain that is commonly spoken of as speltz is emmer. Emmer is the least valuable of the small grain crops. For those who care to grow it the best variety is White Spring C. I. No. 1524. Bulletin No. 179, South Dakota State College of Agriculture, Brookings, S. D.

INJURIOUS CORN INSECTS is a brief manual for growers illustrating and describing the army worm, the cut worm, the ear worm, grasshopper, corn root aphid, white grub and wire worm, their life cycles and methods of control. Cutworms do more harm to corn in South Dakota than any other insect. This caterpillar feeds principally at night. The young worms hibernate in the ground and are ready for their destructive work in the spring. Poisoned bait and early fall plowing are recommended. Bulletin No. 178, South Dakota Agricultural Exp. Station, Brookings, S. D.

Meeting of Sweet Feed Manufacturers.

The annual convention of the Sweet Feed Manufacturers Ass'n was held in Memphis, Tenn., during the last week of August. Plans for the work of the ensuing year were discussed.

At the election of officers, John B. Edgar, of Memphis, was re-elected pres.; Tate Pease, of Memphis, vice-pres.; F. X. Murphy, of Memphis, treas. The following directors were elected: J. W. Anderson, Kansas City, Mo.; E. Wilkinson, Birmingham, Ala.; J. N. Covington, Nashville, Tenn.; F. J. Malone, Cairo, Ill.

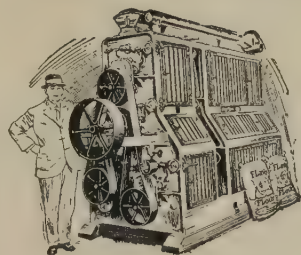
L. C. Kavanaugh, who has been sec'y of the Ass'n, resigned the office, and a successor will be chosen by the board of directors.

Feedstuffs Movement in August.

Receipts and shipments of feedstuffs during August at the various markets, compared with August, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore, tons	1,934	783	960	.....
Chicago, lbs.	42,563,000	56,829,000	40,466,000	74,562,000
Minneapolis, tons	1,655	2,863	67,885	49,388
New York, tons	337	.....	84	.....
St. Louis, tons	55,370	81,030	44,900	84,160
San Francisco, tons	397	1,091	.....	.....

It is useless to plan on installing a new grain purifier now because the Government wants all the sulphur. After we lick the Kaiser you can get all the sulphur needed for the next hundred years.



Double Your Profits

By Installing This Wonderful Flour Mill In Your Elevator

By installing an AMERICAN MIDGET MARVEL SELF-CONTAINED ROLLER FLOUR MILL in your elevator you can supply the flour needs of your community, and surrounding communities as well.

Here is a big money making and dignified business all ready for you. You have the buying power. You have the elevator and the power. You have the market. The only additional investment you have to make is the price of the mill.

And remember, at the same time you are helping this country's resources by milling the flour in the community where it is grown.

American Midget Marvel Mill

Every American Marvel Mill Owner is a member of the Community Marvel Millers' Association. This entitles you to market your flour under our nationally advertised brand, "FLAVO FLOUR"—a name that is known to housewives everywhere.

You need absolutely no milling experience. Your products are inspected free by our Service Department every month to keep up the quality. We give you helpful hints on how to sell your flour. In short, your success is assured.

Write today for our free booklets—"The Story of a Wonderful Flour Mill" and "Milling Evidence." They tell you all about our 30 day free trial and guarantee. And about the success others are having.

Write for it today and get the facts.

ANGLO-AMERICAN MILL CO.
435 Trust Building
Owensboro, Ky.



Supreme Court Decisions

Claim Agent's Waiver of Limit of Liability.—Stipulation in contract of carriage for written notice and for a maximum liability for loss of article shipped is waived by letter of carrier's claim agent to shipper, soon after loss, directing him to replace the article at its expense.—*W. F. & Co. Exp. Co. v. Townsend & Freeman Co.* Supreme Court of Arkansas. 204 S. W. 417.

Attachment of Wheat by Sheriff.—Where owner of wheat had executory contract to sell it to defendant, but on the way to the warehouse it was attached by the sheriff, who sent note to defendant, requiring it to hold the wheat for it, the owner's act in delivering the wheat was not in performance, but in derogation of the contract to sell the wheat, and the defendant acquired no title, but merely possession as bailee of the sheriff.—*Davidhizar v. Edzin Forwarding Co.* Supreme Court of Oregon. 173 Pac. 893.

Soldiers Guarding Plant.—Where soldiers, not under the control of defendant, were placed on guard around his power plant in the interest of the general public by the United States military authorities during a warlike situation, to suppress a hostile invasion, which was imminent, and not at defendant's request, defendant was not liable to a servant, shot thru the negligence of a soldier, although, if he were master of the soldiers, he would be liable.—*Sweetman v. Laredo Electric & Ry. Co.* Court of Civil Appeals of Texas. 204 S. W. 701.

Shipper Controls Routing.—A carrier must observe directions of the shipper as to the routing, especially where a greater freight charge than the lawful charge agreed upon will be incurred if a different route is employed, unless intervening circumstances justify the change. Where the B/L specified a legal rate of 19 cents, and there was only one route over which the shipment could be made at such rate, carrier was sufficiently apprised of the route desired by shipper.—*Oden-Elliott Lumber Co. v. Louisville & N. R. Co.* Supreme Court of Alabama. 79 South. 139.

Limited Liability and Reduced Rate.—A shipper, accepting B/L at reduced rate, was bound to know that such rate was in consideration of limited liability assumed by the carrier as indicated in the approved form of contract and schedule filed with the Interstate Commerce Commission, which conditions could not be lawfully ignored, waived, or materially changed by agreement. A provision in an interstate shipping contract at reduced rate, limiting the right to bring action for damages to shipment to 6 months, is reasonable, and bars recovery in an action brought 18 months after delivery of shipment.—*Tuller v. C. R. I. & P. Ry. Co.* Supreme Court of Iowa. 168 N. W. 301.

Unfair Competition.—Adoption by former officer of "McVay Seed & Floral Co.," of the name of "G. B. McVay & Son Seed Co.," was unfair, since the similarity in names is prima facie sufficient to deceive the public and appropriate part of the trade of the first corporation. Where officer of corporation called "McVay Seed & Floral Co." permitted his son and other persons to organize "G. B. McVay & Son Seed Co." when the father had no interest, and the son but a one five-hundredth interest, in the new corporation, the use of the name "G. B. McVay," even if followed by "Jr.," constituted unfair competition.—*G. B. McVay & Son Seed Co. v. McVay Seed & Floral Co.* Supreme Court of Alabama. 79 South. 116.

LEASED WIRES must pay a 10 per cent tax under the new tax bill.

Wire Notification of Difference in Confirmation.

Chadwick Grain Co., of Ft. Worth, Tex., plaintiff, vs. Holdridge Grain Co., of St. Joseph, Mo., defendant, before Arbitration Com'te No. 1 of the Grain Dealers National Ass'n, composed of C. D. Sturtevant, R. J. Murrell, Jr., and Geo. P. Bis-sell.

Dispute arises over non-shipment by defendant of 5,000 bus. No. 3 white corn, sold plaintiff thru E. M. Rogers, a broker at Ft. Worth, at \$1.97, basis group one Texas, on Feb. 1, 1918, for 20 days shipment.

The trade was confirmed by mail in due course by the broker and by each party, neither buyer's nor seller's confirmation being signed by the other party. The defendant's confirmation included a printed statement as follows: "This is our understanding of this transaction and we will not be bound by any brokers or representatives stipulations or agreements otherwise than those set forth in this contract. This contract is contingent upon embargoes, strikes, delays, accidents and other causes beyond our control."

No such provisions were included in either the brokers or plaintiff's confirmations.

Plaintiff wired defendant on Feb. 21 and again on Feb. 25, asking for the corn, and upon receiving advice that corn had not been shipped, bought in at a loss of \$902.50.

Defendant offered to settle at \$2.08 group one Texas, which was the Kansas City market on Feb. 28, plus freight and tax. Plaintiff paid \$2.15 group one, for corn in transit shipped within the time limit of the contract and shows that it had to have corn shipped in accordance with the terms of the original contract to fulfill its obligations.

Defendant claims the provisions in its confirmation, quoted above, and the rulings of the Food Administration gave the right to an extension of time of shipment.

Rule 4 (b) of the Traded Rules provides: "When a trade is made thru a broker, it shall be the duty of the broker, on the day of trade, to send a written confirmation to each of the principals (to the buyer a confirmation of sale, and to the seller a confirmation of purchase), setting forth the specifications of the trade as made by him. Upon receipt of said confirmations, the parties thereto shall carefully check all specifications named therein, and upon finding any difference, shall immediately notify the other party to the contract, by wire. In default of such notice by wire the contract shall be filled in accordance with the terms of the confirmation issued by the broker."

This rule is an expression of a well settled principle of law that "when a broker acts in accordance with the instructions of his principals, his confirmations bind both parties, and a valid written contract is thereby made, which cannot be altered, amended or cancelled except by the written consent of both parties."

Rule 29 provides: "Alteration of contract: The specifications of a contract cannot be altered or amended without the expressed consent of both the buyer and the seller. (This abolishes the custom of "silence confirms.")"

We therefore find the printed provisions quoted from defendant's confirmation were not a part of the contract and must be disregarded.

No ruling of the Food Administration or other governmental agency can deprive a person of his contractual rights, and if a dealer contracts to ship within a certain period and fails to do so he is liable for resulting damages. In order to take advantage of such rulings the necessary provisions must be included in the contract.

Defendant claims the price paid by plaintiff in replacement (2.15 group one) was exorbitant and in the opinion of the com'te there is some merit to this contention, but there was a very wide range in value at this time, and as plaintiff proves he actually did pay \$2.15 for corn in transit, thus definitely fixing his loss, we can assess damages only on this basis.

We direct defendant to pay plaintiff the sum of \$902.50 and the cost of these proceedings.

MILWAUKEE, a bright spot where the "Welcome" sign works overtime.

Supply Trade

DES MOINES, IA.—The H. M. Orchel Co., of Omaha, Neb., has bot the business of P. C. Baridon Co. Mr. Baridon will be retained as district mgr. and salesman for the new owner.

OMAHA, NEB.—F. C. Bailey, son of W. C. Bailey, the elevator builder, who has been associated with his father in the business, expects to be called into military service at Camp Grant soon.

THE PRICE FIXING committee of the War Industries Board at the request of the Philippine Government and of the Philippine Agricultural Congress, and after learning from investigation that war needs and commercial interests of the United States would not suffer, announces the expiration on August 31 of price fixing on Manila hemp.

IN SPITE of the fact that many manufacturers are oversold the most enterprising are still keeping up their advertising in order to secure a permanent market for after-the-war. Advertising to secure customers is something more than advertising to sell goods. It means not only a bigger reputation now, but a strong following among thousands of possible customers for future business. The manufacturer who looks ahead in matters of this sort is the one who gets ahead. Advertising is the barometer of progress and prosperity and the firms that maintain it through thick and thin are usually the most progressive and reliable.

NEW YORK CITY.—Alfred I. duPont of Wilmington, Del., has acquired the Grand Central Palace for the use of the Allied Industries Corporation and will seek to make it the focalized center of all our foreign trade activities. The Grand Central Palace will become in this spirit the home of a Commercial Union of Nations, a formal association as definite as "The League to Enforce Peace," the object of which will be to foster reciprocal international trade relations, the establishment of international customs tariffs, standardization of merchandise, the promotion of international legislation affecting trade relations and of international good will and co-operation. It will investigate international market requirements and international natural resources. It will tabulate international exporters and importers for the service of buyers and sellers and disseminate information on these subjects. International trade marks and patents will be listed and international financial investigations made and kept on file. In other words, the Commercial Union of Nations will become the connecting link between the already organized trade associations of the entire world.

TIN ROOFS.

An ounce of prevention saves a pound of trouble. Take tin roofs, for instance: The owner may complain of the service of the protective paint. Is he sure it is the fault of the paint, or of the tin, or of the painter?

We have seen circulars of tin manufacturers, advising owners not to use such and such paint. The question arises, is the tin used today what it was when Welsh and Swedish standards of quality prevailed? Ask any tinsmith. Possibly his answer will convince you that the fault may be poor tin and not poor paint.

Moreover, tin roofs should never be tarred in suspected spots. Tar will destroy tin. Get to the leaky spot itself and

solder it. Do not cement it. Before painting, break all blisters and scrape off all scaly film that is not tight on the roof. Also do not apply paint so thick that it will lump and blister under the sun. Do not paint over surfaces wet with rain or dew. Brush the paint out thoroughly and wait a few days between applications.

There is economy in buying paint because it is cheaper per gallon. The user only wastes labor, which is a greater cost than the cost of material. If a thousand and one users can get better service on roofs from Dixon's Silica-Graphite Paint, why not every user, if the conditions are similar?

Durable Steel Posts a Winning Side Line.

Production on the farm is closely allied with permanent improvements. Farm fencing must now be kept in good condition and more fence lines are required as greater acreage goes under cultivation. Thus it is essential that a certain amount of farm labor must be utilized in building new fence, or repairing old lines and the modern farmer, with his keen instinct for newer and better methods, has fully accepted the scientific labor-saving method of using steel fence posts.

Steel posts are not new as tests have shown their durability, in years of service, to be two or three times greater than wooden posts. The one type of steel post that has proven most successful under all conditions has an "angle" shape. This has been demonstrated by U. S. Government and engineering tests, as well as by actual use, to have greatest strength and flexibility, but the steel itself must be tough and springy. The design of the

anchor is of extreme importance as the holding qualities of the post depend very largely upon the nature of the anchor and its resisting power against both lateral and upward strains.

There is an actual saving of money made with the use of steel posts which starts at once and continues for many years. In the first place a big saving in hauling is effected because ten times more steel posts can be hauled per wagon load. The average wooden post lasts only ten years at the most and then it rots away and must be replaced. Indeed it often bears down the fence by its own dead weight. Good steel posts do not rot, break or burn, and need no repairs. They last three times as long as wooden posts. They enable the farmer to burn the weeds and kill the crop-destroying and disease-breeding insects that infest fence lines and corners and they also protect stock from lightning.

Regardless of all their other points of superiority the big demand for steel posts now comes from the great saving in labor of installation. There are no holes to dig, no tamping and re-setting. You simply drive them in the ground with a few blows of a maul or sledge and they are there to stay. Five days' actual time can be saved by a man in placing steel posts for a mile of fence. It has been proven repeatedly that steel angle posts can be driven six times as fast as wooden posts can be set.

Dealers who handle posts can investigate the Calumet Steel Company's Ankorite Steel Fence Posts to their profit. The patented anchor on Ankorite Posts has several exclusive features that give unusual holding power to the post. One interesting feature of this post is the fact

that it is made of rail steel—the same high test carbon steel that goes into the rails of America's great railways.

Storage of Gasoline.

Requirements that will eliminate, so far as possible, the danger in handling and storing gasoline have recently been promulgated in general order No. 3 of the division of fire prevention of the Illinois Department of Trade and Commerce, as follows:

No person, firm or corporation shall keep within the limits of any city, village or town, exceeding five gallons of crude petroleum, benzine, benzol, gasoline, naphtha, ether, or other like volatile combustibles, or their compounds, except the same is stored in an underground tank constructed of steel and coated on the outside with tar, or other rust resisting material, buried under the ground to a depth of not less than two feet if without any building.

No such storage tanks are to be installed within a building except by special permission.

No such storage tanks shall be placed in any vault or pit unless all voids around such tanks are thoroly filled and tamped with dirt and covered to a depth of two feet; or entirely encased in concrete so as to entirely overcome any possibility of voids where gases or vapors might accumulate.

All storage tanks shall be provided with a vent pipe made of at least one inch wrought iron or galvanized steel, connected with the top of the tank, and carried up to the outer air. All vent pipes shall be provided at the top with screening and goose-neck attachment.

HESS GRAIN DRIERS

Ten sizes—all capacities.

Continuous and batch discharge.

Dry anything granular; grain, seed,
peas, beans, cotton seed, etc.

New Booklet ready.

HESS WARMING & VENTILATING CO.
907 Tacoma Bldg., Chicago, Illinois

For steam heat only (see Fuel Administration's ruling on fire heated driers)

Shortage of skilled labor, and restrictions in the use of steel suggest early purchases

Patents Granted

1,274,849. Drier for Seed Corn. Henry Bullerick, Bellevue, Ia. To a central post are hinged radial arms having braces pivoted at one end. The piths of the ears of corn are engaged by hangers suspended from strips removably secured to the arms.

1,274,180. Grain Treating Machine. Wilhelm Mauch, Jr., Zeeland, N. D. A centrally pivoted feed wheel is mounted in a liquid containing body and provided with scoop-like blades carrying grain over the axis and upon a delivery board, so that the treatment of the seed is a continuous process.

1,274,556. Conveyor. Detlef Jons, Jr., Spangle, Wash. In connection with elevator is a spiral conveyor, a fan housing on the elevator casing, a screen dividing the elevator receiving chamber from the housing. The air current is drawn thru the conveyor casing and the elevator casing, to the eye of the suction fan.

1,273,854. Grain Dump. Wm. B. Hauter, Morton, Ill., assignor to A. F. Meyer Mfg. Co., Morton. The dump logs are pivoted between their ends and have their ends connected to endless chains supported by wheels journaled at the opposite end of a number of hangers swingingly mounted on one end of the operating shaft.

1,274,868. Grain Bin. Calvin C. Fouts, Middletown, O., assignor to the C. C. Fouts Co., Middletown. Sheet metal sections are flanged at their edges to afford means for connecting them together. Elongated portions of the wall are pressed inwardly to form openings therein and are severed therefrom along their lateral edges only to form truss-like guard strips.

1,274,521. Automatic Scale. Ben P. Dotterer, Charleston, S. C. The scale has a chute on which is clamped a bag. A gravity discharge spout delivers into the chute and is closed by a gate. Latches hold the gate open when the chute is in lifted position and are released by the lowering of the chute under the weight of the material delivered to the bag.

1,272,398. Car Mover. Walter A. Dorsey, Columbus, O., assignor to the Boney-Floyd Co., Columbus. Fulcrumed on the rail is the pinch bar having an open pivot socket in which the thrust lever is pivoted, the operating lever being pivoted to the rear end of the pinch bar. A bracing holder secures the rear end of the thrust lever to the pinch bar with limited looseness.

1,274,977. Scale. Charles E. Bird, Minneapolis, Minn. This scale mechanism is self contained and comprises interconnected upper and lower load equalizers and a hopper suspended from the upper load equalizer, all of the parts being gravity airtight. The upper load equalizer supports a hopper to which grain is delivered by a garner having gates for controlling the discharge.

1,275,157. Grain Bin. Geo. F. Brown, St. Cloud, Minn., assignor to the International Patent Investment Co., Fargo, N. D. The bin is provided with a ventilating system comprising a plurality of ventilator receptacles, a common feed device for the receptacles, extending from the outside of the bin and a plurality of vertical perforated flues supported within the bin and having each an end positioned in a ventilator receptacle.

1,274,209. Automatic Weighing Device. Lewis L. Tatum, Milwaukee, Wis., assignor to the Cutler-Hammer Mfg. Co., Milwaukee. The counterpoise on the scale beam is moved by an electric motor and a second electric motor operates a recording mechanism, the two motors being connected in parallel and using direct current, but each having slip rings for supplying alternating current. When the beam reaches balanced position the motors stop automatically. The counterpoise motor is pivotally supported and its pivot forms the fulcrum of the beam.

1,274,159. Grain Door. Fred Theodor Gerdes, Rochester, Ind. Above the door opening is a rail on which slide hangers carrying the door and also engaging the locking rail below the door opening. The lower rail is hollow and longitudinally slotted, the lower ends of the hangers having hooks to engage within the slot. Rotation of the lower rail engages or disengages it from the hangers. Each hanger is composed of a pair of angle irons with upper and lower shafts mounted in the angles supporting gear wheels, which engage the teeth of U-shaped members mounted on the face of the door.

1,272,536. Bin Ventilator. Michael Rourke, Windsor, Ont., Canada. From a hole in the bottom of the bin there extends upward a perforated tube containing a concentric pipe, so that the moist air from the grain ascending in the annular space will condense its moisture on the surface of the pipe, to drip thru the hole in the bottom of the bin without coming into contact with the grain.

1,274,571. Box Car Unloader. James McDaniel, Minneapolis, Minn., Fannie E. McDaniel, executrix. A base is mounted on a segment-shaped cradle having anti-friction peripheral bearings, and contains a second segment shaped cradle having peripheral bearings, the second cradle having track rails on which a box car is run and tilted on its longitudinal and transverse axes. Supports are provided at intervals for engaging the side walls of the car.

FIRE INSURANCE companies may not legally attach the $\frac{3}{4}$ value clause to policies covering real property, according to an opinion of the attorney general of Arkansas, and the insurance commission has given orders that no such policies be issued by companies operating in that state.

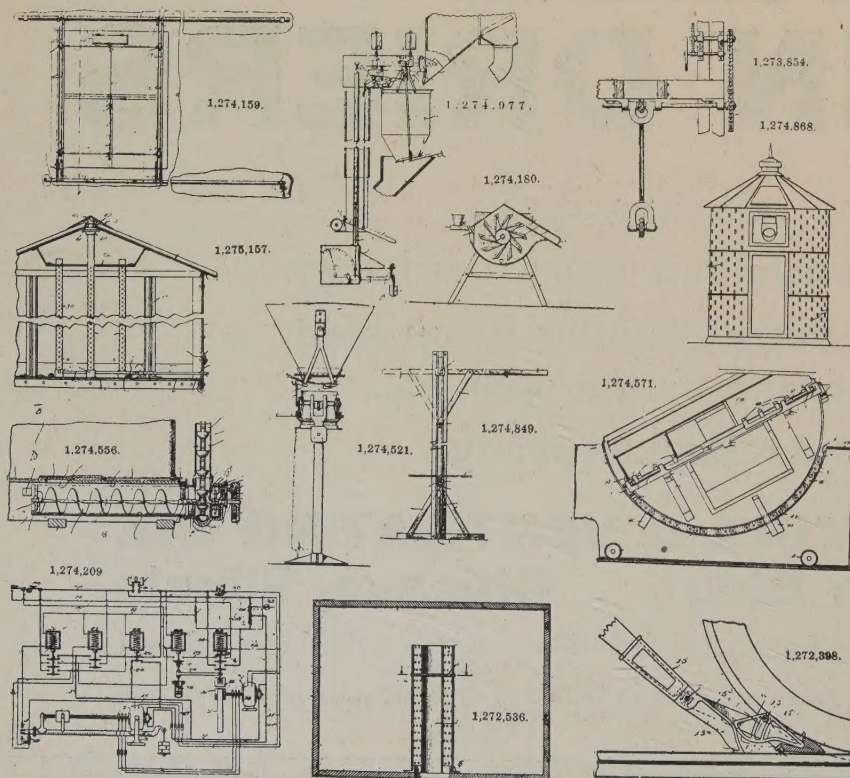
TO DEVELOP special facts in regard to the operation and compensation of telegraph and telephone lines a special committee and two statistical experts have been appointed by Postmaster General Burleson, who expects to determine what changes shall be made in the business affairs of the lines.

FEEDERS show an increased disposition to buy barley instead of corn, being attracted by the relatively low price, and this promises to become an important factor in making prices for barley. Milling demand, also has been more active of late as barley flour is one of the recognized wheat substitutes.

A CONFERENCE was held at Topeka, Kan., recently between Leon M. Estabrook, of the U. S. Dep't of Agriculture, and Governor Capper and J. C. Mohler, sec'y of the state board of agriculture to consider plans for furnishing seed wheat to farmers in drouth stricken sections of western Kansas.

TO SUPPLEMENT its 4-year course in fire protection engineering, the Armour Institute of Technology will inaugurate two special courses in the subject, one extending thruout one semester and the other the school year. The course will include lecture and class room work and experimental work at the plant of the Underwriters' Laboratories, Chicago.

THE CONSERVATION MOVEMENT is again in full swing, fire insurance interests having detailed their men to handle this very important work. We must not allow our capital to be wiped out thru fire that is largely preventable. We have many wrong habits of thought, and one of them is that the fire insurance companies carry the load anyhow, so what harm if an elevator here and there does burn. Fire insurance companies do not carry the load; they are merely collecting and disbursing agents. They can point out to you the dangerous spots in your property, and after that the responsibility for fire is yours and yours only. Get that firmly fixed in your mind. "Was the property insured?" is the first question the average man asks—after a fire. The day is fast approaching when the first question will be "who was to blame?" Property is too valuable these days to have any of it carelessly wiped out. Responsibility for careless burning is soon going to be fixed. Get the conservation habit.—C. A. McCotter, sec'y Grain Dealers Fire Ins. Co.



The GRAIN DEALERS JOURNAL.

Insurance Notes.

OWNERS of grain in placing their insurance under the plan of the new Underwriters Grain Ass'n should proceed just as heretofore, viz., thru their regular broker or agent, who in turn places this with the Underwriters Grain Ass'n and from the Ass'n secures a certificate for the total amount of insurance required. These certificates may be issued in any amount as a matter of convenience, and are satisfactory to the banks for collateral. The form of policy agreed upon covers the purchaser of grain under the policies of the seller until noon of the next business day following the delivery.

THE TAX on the undistributed net income of corporations imposed by the federal law does not apply to that portion of the undistributed net income actually invested and employed in the business or retained for employment in the reasonable requirements of the business. The National Board of Fire Underwriters has issued a bulletin informing members that as they retain part of the profits of good years to offset the losses of bad years such funds must be held to be employed in the reasonable requirements of the business. Neither is it necessary to report investments in securities for the 10 per cent tax.

AGENTS for the Underwriters Grain Ass'n are Hatch & Rye, Chicago; Lanning Mercer, St. Louis; H. L. Pogue, Milwaukee; Geo. E. Nichols, Omaha; Miss Mollie Mollenhof, Peoria, Ill.; E. C.

Maxfield, Superior, Wis.; Miss M. K. Fink, Duluth; Edgar Pritchard, Minneapolis, and T. K. Alexander, Kansas City. The question whether the reinsurance buro shall accept any business written thru the Ass'n is being submitted to members of the buro, some of whom are objecting. All disbursements for the Ass'n will be made by the joint treasurers, E. B. Hatch, sec'y of the Western Union and Fred A. Rye, manager of the Western Insurance Buro. Companies in the Western Union have assumed 63.42

per cent of the liability, the buro companies, 20.4 per cent and the non-affiliated 15.16 per cent. The Ass'n will soon issue a supplementary list of elevators on which the entire fire liability will be assumed by the Ass'n as of Sept. 16. The various companies then will be given until Sept. 21 to report any additional lines which might have been in transit. Agents of the companies will be asked to cancel any additional lines received after Sept. 21 and to place them direct thru the Ass'n.

Organized 1902
TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.
 LUVERNE, MINN.
Mutual Insurance for the Country Grain Dealer at actual cost
Try our plan for Short Term Grain Insurance
 Never missed a dividend E. H. MORELAND, Secretary Never made an assessment

NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

MUTUAL FIRE PREVENTION BUREAU
 Oxford, Michigan

REPRESENTING:

MILLERS NATIONAL INSURANCE CO.
 Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.
 Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.
 Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.
 Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.
 Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.
 Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.
 Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.
 Of Lansing, Mich.

THE RISING COST OF A LETTER

It is now costing you something like 15 cents for each business letter as per list below. The remedy is not to use fewer letters but to produce better letters and part of a better letter is its appearance. Give your effort the good impression that follows good stationery. Steel Die Embossed Stationery is to the letter what good clothes are to the salesman, and the extra cost over the ordinary kind where you send out 25 letters per day does not exceed 10 cents.

Here is a conservative list of letter cost per hundred.
 (This schedule omits cost of dictator's time, the largest item of all.)

	Type Printed	Steel Die Embossed
Stenographic - Wages, assuming 50 letters per day, \$15 per week	\$5.40	\$5.40
Office overhead.....	5.40	5.40
Postage	3.00	3.00
Envelope making.....	.08	.08
Paper, high grade, 20 lb.	1.00	1.00
Type Printing Letter Head and Envelope	.40	....
Steel Die Embossing Letter Head and En- velope .....	....	.80
	\$15.28	\$15.68

We make anything that is engraved on paper. Business and personal Xmas greeting cards. Samples willingly furnished.

THE AMERICAN EMBOSSEING CO.

192-96 Seneca Street Buffalo, N. Y.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
 of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President

G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

J. A. KING, President GEO. A. WELLS, Secretary

Write for Information
 Regarding Short Term Grain Insurance

CONSERVATION

The Conservation of food products is one of the most vital questions before the country today, especially as it relates to the prevention of fire in country elevators. To allow grain to be destroyed through carelessness or lack of foresight is that much assistance rendered the enemy. Conservation inspections are now being made. Do your part in seeing that the recommendations made by inspectors are promptly and duly complied with.

C. R. McCotter

Western Manager

Omaha, Nebraska



INDIANAPOLIS, IND.

A fire from any cause will be a calamity; a careless fire will be a crime

C. A. McCotter

Secretary

Indianapolis, Indiana

WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Account Books
Attrition Mill
Bag Closing Machine
Bags and Burlap
Bearings { Ball
 { Roller
Belting
Boots
Buckets
Car Liners
Car Loader
Car Mover
Car Puller
Car Seals
Cleaner
Clover Huller
Conveying Machinery
Distributor
Dump
Dump Controller
Dust Collector
Elevator Leg
Elevator Paint
Feed Mill
Fire Barrels
Grain Driers

Grain Triers
Gravity Cleaner
Lightning Rods
Manlift
Moisture Testers
Oat Bleachers
Oat Clipper
Portable Elevator
 { Gas Engine
 { Kerosene Engine
Power { Motors
Power Shovel
Sample Envelopes
Scales
Scarifying Machine
Self Contained Flour Mill
Separator
Sheller
Siding-Roofing { Asbestos
 { Steel
Silent Chain Drive
Spouting
Storage Tanks
Testing Apparatus
Transmission Machinery
Transmission Rope

or anything used in a grain elevator

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price \$3.00.

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